

The Hongkong Telegraph

(ESTABLISHED 1881.)

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March 10 1915. Temperature 6 a.m. 63. 2 p.m. 69. Humidity 89.

March 10, 1914. Temperature 6 a.m. 65. 2 p.m. 65. Humidity 97.

WEATHER FORECAST
FAIR
Barometer 30.10

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636 PER ANNUM.

2551 日五廿月正

WEDNESDAY, MARCH 10, 1915.

金神廟 號十月三癸

TO-DAY'S LATEST WAR TELEGRAMS.

BRITISH AIRSHIPS DROP BOMBS ON OSTEND.

GERMAN SUBMARINE BASE DAMAGED.

Further Good Work in the Dardanelles.

GERMANY'S SUBMARINE SCHEME FAILS.

British Force Flights, Turks and Persians.

(Official Telegram from the British Foreign Office.)

March 8.
As Turkish troops, together with Turkish and Persian irregulars, had been gathering to the west of Ahwas, a reconnaissance in force was made from this town on the 3rd. The enemy was discovered in great force, numbering about 12,000. Repeated attempts to surround our party were defeated, and a retirement was effected after punishing the enemy severely. The British and Indian losses were 62 killed, 127 wounded; while the enemy lost from 200 to 300 killed, and from 500 to 600 wounded, including several chiefs.

On the same day, a cavalry reconnaissance was made in the direction of N. kaile, 25 miles north-west of Baers. A party of 1,500 hostile horsemen was discovered, and drawn on to a concealed position held by infantry with machine guns and artillery. The enemy suffered heavily, and fled. Our losses were 10 killed and 2 wounded.

French Reports.

(Official Telegram from the French Government, via Peking.)

March 9.
On the 7th, French troops carried German trenches north-west of Sonain, taking 50 prisoners. Between Perthes and Beausejour we gained from 400 to 500 metres. Several officers have been taken prisoners. German prisoners declared that our artillery, on the heights of the Meuse, severely damaged a 42 c.m. gun just put into action, and which had to be sent back to the rear for repairs.

We have progressed north of Badonvillers. The Germans succeeded, by a violent counter-attack, in gaining for a short time a footing on Reichackerkopf ridge, but were dislodged by French chasseurs, who now hold the position. The enemy's losses were very heavy. A German attack delivered south of Barnhaupt station (in Upper Alsace) failed.

EARLIER TELEGRAMS.

[Reuter's Service to The "Telegraph."]

British Aerial Raid on German Submarine Base.

March 9, 12.40 a.m.
The Press Bureau announces that Wing Commander Longmore reports that six naval aeroplanes made an attack on Ostend yesterday. Two of the machines returned, owing to their supply of petrol freezing.

The remainder, however, succeeded in dropping eleven bombs on the German submarine repair base and four bombs on the Karsaal, which is the headquarters of the military.

All the machines and their pilots have returned and it is probable that considerable damage was done. No submarines were seen in the basin. The raid took place while a fresh north-north-westerly wind prevailed.

TO-DAY'S WAR TELEGRAMS.

Admiralty's Announcement with Regard to German Pirates.

March 9, 1.5 a.m.
The Admiralty announces that it does not feel justified in extending honourable treatment to the rescued officers and crew of the sunken German submarine U8, as they are probably guilty of attacking and sinking unarmed merchantmen.

The Admiralty emphasises that persons against whom such charges are pending cannot be accorded distinctions of rank or be allowed to mingle with other prisoners.

The "Bengrove" Sunk.

March 9, 1.5 a.m.
The Admiralty announced late to-night that the Liverpool steamer Bengrove was sunk, probably by a submarine, off Ilfracombe, yesterday afternoon. The crew of thirty-three was saved.

A German 42 Centimetre Gun Badly Damaged.

March 8, 5.45 p.m.
Reuter's correspondent at Paris reports that a communiqué says:—
Our progress at different points in the Champagne region has increased. At the end of the day we captured the trenches north-west of Susin and about five hundred metres between Perthes and Beausejour. We also took some prisoners, including officers.

Our heavy guns on the heights of the Meuse seriously damaged, according to statements made by the prisoners, a 42-centimetre gun recently placed there by the enemy. The gun had to be dismantled and sent to the rear, while four of the gun crew were killed and seven wounded.

We also progressed to the north of Badonvillers.

The Germans violently counter-attacked at Reichackerkopf and gained a footing momentarily, but were driven back after furious hand to hand fighting. The German losses were extremely heavy.

A German attack to the south of the station at Barnhaupt was repelled by our infantry fire.

Admiralty Report on Dardanelles Operations.

March 9, 12.40 a.m.
The Admiralty makes the following announcement:—
The operations in the Dardanelles are progressing, favoured by fine weather.

H.M.S. Queen Elizabeth and other British battleships were on Saturday engaged in re-attacking the forts in the Narrows, by indirect fire across the Gallipoli Peninsula, while an Allied squadron fired on Fort Dardanus and the concealed batteries from inside the Straits.

Some of the British ships were hit, but only the slightest damage was incurred and there were no casualties.

H.M.S. Lord Nelson and H.M.S. Agamemnon on Sunday engaged the forts in the Narrows by direct fire, and silenced two of the forts after a heavy bombardment.

Naval seaplanes in locating the concealed land batteries performed magnificent work. Flying sometimes very low, they were repeatedly hit, but none were lost and only three of the officers were injured.

"La Touraine" Arrives.

March 9, 12.40 a.m.
A Havre message reports that the French trans-Atlantic liner La Touraine has arrived in port, the fire having been extinguished.

M. Zaimis Declines Premiership.

March 9, 4.15 a.m.
A despatch from Athens reports that M. Zaimis has declined to form a new Cabinet. The King has therefore summoned General Gounaris.

Russians Silence Black Sea Batteries.

March 9, 4.15 a.m.
An official report from Petrograd states that the Black Sea Fleet has bombarded Zenguldak, Eregli, Kiliwh and Kezlon, silencing the batteries, destroying the coal-wharves and sinking eight steamers.

Admiral Peirse's Report on Smyrna Operations.

March 9, 1.5 a.m.
The Press Bureau publishes a report by Rear-Admiral Sir Richard H. Peirse, K.C.B., Commander-in-Chief on the East Indies Station, with regard to the operations on the coast of Smyrna. According to this report the bombardment on Friday severely damaged Fort Yenikale.

A squadron on Saturday swept a way through the mine-fields till it drew the fire of several subsidiary batteries, all of which were silenced.

The British casualties were slight.

A Zeppelin Wrecked—Seventeen Killed.

March 9, 1.5 a.m.
A message from Amsterdam says that further details show that the Zeppelin airship L8 has been completely wrecked, landing in the trees, during the darkness, near Arnhem.

Seventeen of the crew of forty-two were killed.

TO-DAY'S WAR TELEGRAMS.

The Failure of German Piracy.

March 8, 4.15 p.m.
The Press Bureau makes a most satisfactory announcement which shows the failure of German piracy.

During the week from February 25 to March 3 not a single merchantman was torpedoed.

From March 2 to March 5 three unsuccessful attempts were made.

Altogether from January 21 only fifteen British merchantmen have been torpedoed, twenty-nine members of the crews being killed.

German Offensive Broken: Another Austrian Battalion Surrenders.

March 9, 4.15 a.m.

An official report from Petrograd states that in the region of Suwalki the enemy has been repulsed. On the front Mariampol-Simo-Augustovo our offensive continues.

The German offensive has been arrested in the region of the Pilitza and on the left of the Vistula, and we are counter-attacking.

An Austrian column has been surrounded at Klaus, in the Carpathians, and an entire battalion surrendered.

French Progress Extended.

March 9, 1.40 a.m.

Last evening's Paris communiqué states that in Champagne snowstorms impeded the day's operations.

The enemy in the morning attempted to re-capture the wood to the west of Perthes, but were repulsed. A counter-attack gained us ground east and north. Our progress was extended during the afternoon, when we captured five hundred metres of trenches in the vicinity of Perthes.

We lost a few metres between Mesnil and Beausejour, but took a hundred metres on the ridge north-east of Mesnil and gained a footing in an enemy trench at Bois Brule, in the region of Saint Mihiel.

A German attack at Bois-le Pretre, north-west of Pont-a-Mousson, failed.

Our progress was continued north of Badonvillers and we repulsed a counter-attack at Reichackerkopf.

TELEGRAMS.

ENGLISH TURF.

JOCKEY CLUB AND THE WAR.

(Reuter's Service to The "Telegraph.")

London, Received March 9.

The Jockey Club has called a meeting in order to consider the question of the continuance of horse racing in England during the war.

The meeting is to be held on the 16th instant.

MEXICAN SITUATION.

PROPOSED AMERICAN INTERVENTION.

London, Received March 9.

Reuter's correspondent at Washington telegraphs that, owing to the increasing chaos in Mexico City, the United States has addressed urgent representations to Carranza, amounting to a warning.

The step is regarded as indicating an entire change of policy on the part of the Washington Government.

Cruiser Ordered To Mexico.

London, Received March 9.

A Washington telegram states that the cruiser Tacoma has been ordered from Port-au-Prince to Vera Cruz.

CONCERNING TSINGTAU.

The Japanese Policy Explained.

The following may be regarded as a definite statement of Japanese policy with regard to Tsingtau:—
Japan, loyally assisting Great Britain, protecting commerce and, in order to establish business in the Far East on a peaceful footing, declared war on Germany.

After a few weeks' campaign they took possession of Tsingtau, a fortress which the German Ambassador to Tokyo, on the day he left Japan, said would prove as difficult to take as Port Arthur. The garrison at Tsingtau surrendered without striking an effective blow in its own defence. There was not much glory in the taking, it is true. One can only

applaud the wisdom of the garrison of Tsingtau. There was at least much of the first law of nature and of humanity in the act of surrender. Anyhow, Japan and England took Tsingtau from Germany.

But what about the conditions? Japan's ultimatum to Germany asked for the surrender of Tsingtau before September 15, in the interest of the peace of the Far East, and with a view to its ultimate return to China. Most ultimata end really with an "or." Either Germany must have complied finally with the demands of the ultimatum and its terms or as surely the terms of the ultimatum would no longer hold, and Japan would take independent action. This was the alternative, and Japan, with Great Britain, took Tsingtau, vi et armis, from Germany, who had ignored the ultimatum, and, in effect, lost all right to claim any of its terms.

Tsingtau was held by Germany under a lease of 99 years, granted by China some 15 years ago. The seizure of the property does not cancel the lease on either side. China has no claim just now, however, on Tsingtau. China, surely, has no interest except what is reversionary. Tsingtau ultimately must be returned to China, it is true, but Japan, in loyalty to her Ally, cannot return now to China property and interests that must be considered still as of debatable ownership.

Can Japan be expected, without more ado or settlement, to hand-back to China this leased territory which Japanese and British troops and British ships invested and blockaded for about two months at a cost of, perhaps, £5,000,000? But Japan will keep her word. She would have observed the terms of the ultimatum if Germany had quietly and peacefully handed over the fortress before Sept. 15.

The treaties Japan has made with Great Britain and with America to preserve the territorial integrity of China will be kept as surely as Japan has kept all other treaties and agreements. None of the treaty-making Powers up to the present has successfully laid at the door of Japan a charge of breach of a single one of her international treaties or of any agreement she is in national honour bound to uphold and maintain.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

From February 25 to March 8 no merchant ship was torpedoed by the Germans.

The Allies have captured about 500 metres of trenches between Perthes and Beausejour.

The Liverpool steamer Bengrove has been sunk off Ilfracombe, probably by a submarine.

The French liner La Touraine has arrived at Havre, the fire having been extinguished.

Altogether, since January 21, only 15 British merchantmen have been torpedoed by the Germans.

An Austrian column has been surrounded at Klaus, in the Carpathians; an entire battalion surrendered.

The Allies' naval seaplanes, in locating the concealed batteries in the Dardanelles, have done magnificent work.

A British force has engaged Turkish troops, together with Turkish and Persian irregulars, to the west of Ahwas.

At Reichackerkopf the Germans have been driven back after furious hand-to-hand fighting, their losses being extremely heavy.

The Jockey Club has called a meeting for the 16th inst., to consider whether racing shall be continued during the war.

Owing to the increasing chaos in Mexico City, the U.S. Government has addressed urgent representations to Carranza.

The Russian Black Sea Fleet has bombarded Zenguldak, Eregh, Kiliwh and Kezlon, silencing batteries and destroying coal wharves.

The Admiralty announces that it does not feel justified in extending honourable treatment to the officers and crew of the German submarine U8.

British airmen have dropped eleven bombs on the submarine repair basin at Ostend and four bombs on the German military headquarters.

NEWS.

Further Notes on the Crisis appear on page 4.

Latest local football arrangements are given to-day.

The report of the Hongkong Fire Insurance Co. is given to-day.

Turf chatter from our London correspondent appears on the Extra.

Interesting Volunteer and Volunteer Reserve Orders appear elsewhere.

"Our Contemporaries" appears on page 2; Commercial News on page 3 and Log Book on page 6.

General news and some particulars concerning the Imperial Merchant Service Guild's war services appear on page 3.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
The Quaints, Theatre Royal—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
The Quaints, Theatre Royal—9.15 p.m.

Football Shield Semi-Final—Happy Valley.
Sale of Porcelain and Curio—G. P. Lamont's Sales Room—2.30 p.m.

Monday, March 15.
Organ Recital—St. John's Cathedral—5.30 p.m.

NOTICES

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Hongkong, 16th August, 1910

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese
graduate versed in litera-
ture, has been a teacher to
European officials and merchants
in this Colony for over ten years.
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.

Those who intend learning the
Chinese language are requested
to write to "Hongkong Tele-
graph" office or direct to No. 14,
Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

NOTICES

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Absolutely the best Cup of Tea, Coffee, Cocoa, Scones, Cakes,
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and newly furnished, and is now up-to-date in every respect. Large
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Baths, electric light and fans. Private and Public Bar and
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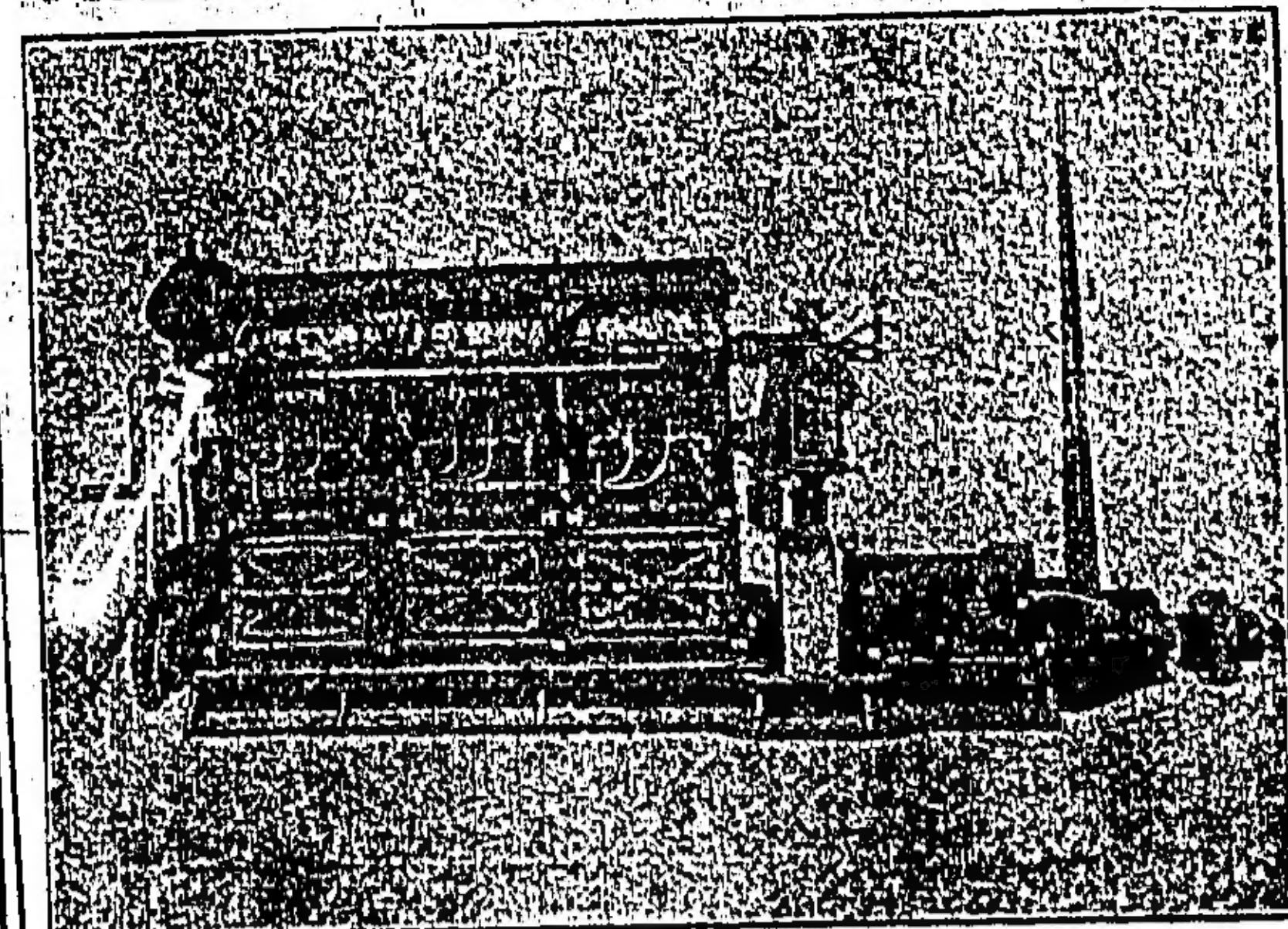
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OUR
CONTEMPORARIES.

South China Morning Post

Offenders and the Police.

A correspondent takes us to
look for an observation which was
made here a day or two ago. It
may be remembered that a com-
plaint was made by the writer of
a letter to the editor that damage
was being done to trees in Nathan
Road, Kowloon, by Chinese
urchins. The matter is of daily
occurrence and we asked what the
police were doing. Our correspond-
ent stands up for the police, and
no one will blame him for that.
Even those who do at times criti-
cize the police are not blind to the
good work done by the force.
They cannot be everywhere, and
it is unfair to ask them to be
everywhere," he says. But it is
surely not unfair to ask them to
see what is going on daily in Kow-
loon's main thoroughfare. If
other people can see what is going
on there is no excuse for the police
being blind to it.

Daily Press.

Asiatics and Athletics.

Dr. Wu Ting-fang, as the
President of the Association, is
hoping that the meeting in Shang-
hai in May, under the auspices
of the Association, will be "the
opening gun in a great campaign
for the physical development and
training of the Chinese people."
In his letter to the Speaker of the
Philippine Assembly, Dr. Wu
spoke of the Philippines as having
nine millions of people who are
being benefited either directly or
indirectly by the physical train-
ing which they are receiving,
"whereas China has 40,000,000
who need the same training
and who will be in-
fluenced to an incalculable
degree by the example set by
their island neighbours." Judg-
ing by the way in which the youth
of Hongkong have developed in-
terest in cricket, tennis and foot-
ball during the past few years,
and the enthusiasm shown for the
American game of baseball in
educational centres in North China
where American influences pre-
dominate, the movement in China
would seem to be one which will
spread rapidly under the influence
of a strong and active central
organization such as that of which
Dr. Wu Ting-fang is the present
head, and everyone will wish the
movement success.

China Mail.

South America and the War.

Keen interest, we learn, is
being displayed throughout South
America in the great upheaval,
with here and there a wail about
the loss of trade, which the whole
continent has begun to feel. Most,
if not all, of the Latin-American
papers favour the Allies, this
tendency being particularly
marked in Brazil, where they
naturally recall the cultural ties
binding them to France and the
long and profitable commercial
connection with England. The
most powerful paper in Peru, the
Lima Peruan, thus strongly
opposes Germany's pretensions:—
"Germany wants to conquer the
world. With her imperial fanat-
ism she is convinced that the iron
discipline of her army can sub-
jugate the earth. In one word,
Germany feels herself omnipotent
because unfortunately the Ger-
mans think that omnipotence is
the fruit of despotism. But to
subjugate nations it is first of all
necessary that your power should
be great in the material but
greater in the moral sphere. It is
because Germany fails in moral
dominance that she is placed in
the unequal struggle of to-day.
She thinks she is fighting five
Powers; in reality, the whole
world is her adversary."

Burma Railway and War Fund.

The Burma Railways Company
have in all contributed the sum
of £1,500, or Rs. 22,500 to the
various War Funds. Of this, the
general revenues have contribut-
ed \$105 to the Prince of Wales
Fund; \$100 to Lord Roberts
Fund; and \$10-10 to the Belgian
Fund. The balance, £1,284-10,
has been contributed to the
various funds from the surplus
profits; i.e. the amount comes
entirely out of the pockets of the
private shareholders as distinct
from the net revenues which are
divided between Government and
the Railway Company.

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TELEPHONE NO. 1013.

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January 31st, 1915.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

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(Payable in Advance.)
The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union
Office address: 11, Lee House St.

BIRTH.

RICHARDS.—On March 3, 1915, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. J. H. Richards, a son.

MARRIAGE.

WELLS-TAYLOR.—On March 2, 1915, at H. B. M. Consulate, Shanghai, by Sir Everard Fraser, K.C.M.G., Matthew Edward Howey Wells, to Christian Gentle Taylor.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MARCH 10, 1915.

FUTILE BOASTS.

Though the threats of German "frightfulness" to be carried out with the aid of submarines, were launched forth with a great flare of trumpets, it is comforting to realise that they have up to the present not materialised to any serious degree. As we took occasion to remark in our war notes a day or two ago, it was only for a week after the announcement of the German intentions that the pinpricks were felt, and even then the craft sunk were small coasting boats or tramp steamers. In other words, we suffered from the initial shock, but since then we have had time to take precautions and have not only done so, but have gone further and adopted retaliatory measures which have sent more than one of the enemy's submarines to the bottom of the sea.

In this business, Germany has been playing the favourite role of the Fat Boy of Europe, and she has sought to make our flesh creep by all sorts of "frightfulness." But some of her work has been of a particularly dastardly character. For example, there is the instance in which she torpedoed a vessel that was conveying American supplies to starving Belgium, while yet another example—and an even worse one—was that in which she deliberately fired a torpedo, which fortunately went astray, at one of our hospital ships near Havre. But with all this savagery and flagrant defiance of civilised warfare, Britishers calmly refuse to allow themselves to be scared or frightened. In the case of an island like ours, with such a difficult expanse of coastline to watch, it is impossible for the Navy to be always on the spot every time a German submarine bobs up. But, precisely for the same reason, the German threat of blockading us by submarines is mere Tontonic moonshine.

The pretext for the special hatred in Germany against us is that we have most traitorously joined in this war against her. The hollowness of the excuse is apparent from the special preparations Germany has made for hitting us. First there were the marauding cruisers and armed merchantmen. These have now been practically wiped out, and they no longer menace our shipping. Then the Germans tried to terrify us by bombarding our East Coast towns, but Admiral Beatty has put a stop to that little game. The Zepplin threats have produced nothing worth mentioning. So Germany has now nothing left with which she can frighten us. All her boasting and bluster have been in vain.

Two Exemplary Sentences.

Mr. Haselard was usefully busy yesterday at the Police Court, as two Chinese law-breakers know to their cost. In one instance he did what he could towards teaching an overcharging comrade the way wherein he should walk, by fining him fifty dollars—with the alternative of a couple of months' hard labour. This paltry individual, who has been seeking to make profit out of war conditions, will have to sell a fair number of apples before he makes sufficient money to meet that fine. Householders who frequently draw the Telegraph's attention to cases of unfair charging will now see that a good remedy lies to their hand. The police took up this particular case, and we are sure that they will be willing to interest themselves in any other that is brought to their notice. The other Chinese who has cause to regret making the senior magistrate's acquaintance was asked to pay twenty-five dollars, or to go to gaol for a month, for that he did elect to insult an English lady who had tendered coin of the realm in payment for a Race Book. We are heartily glad to learn that this person has met the treatment he deserved, for he evidently belongs to the class of Chinese that can be polite to itself to a man, but that regards a woman as fair game on which to exercise insolence and incivility.

Mexico and the United States.

Reuter wires that the "increasing chaos" in Mexico City has brought about urgent representations from the Government at Washington to Carranza, "amounting to a warning." In face of a telegram received in Manila on Sunday, even "increasing chaos" seems a scarcely adequate expression, for the inhabitants appear to be on the verge of starvation and the city itself is being held by a hostile force under General Obregon; food is at more than famine price, the railways have ceased work, and over a hundred of the most influential merchants are in prison because of their refusal to pay the million dollars (Gold) which Obregon has sought to levy. Further, this gentleman has threatened to cut off the water supply. On the whole, we should think it almost time that "something" was done and that the "entire change of policy" on the part of the Washington Government was brought into being. It is difficult to believe that the great mass of Americans can be in favour of their country's sitting with folded hands while anarchy rides rampant on the other side of the southern frontier. Had President Wilson taken an uncompromising stand twelve months ago, the poor of Mexico City would not be starving to-day. If his Government refuse to take definite action now, not only will grave offences be given to some millions of Americans who object to a policy of shillyshally, but he may find the Argentine, Chile and Brazil taking steps which will be to their—and to Mexico's—ultimate advantage, but not at all to the advantage of the United States.

What is a Gentleman.

"Anyone who has been in Hongkong for a day or two, can tell us what is not a gentleman—for Hongkong, for some reason or another, is singularly rich in the genus 'boaster.' But the Dean of St. Paul's has been answering the question: What is a gentleman? Dean Luge's definition is "half the creation of Christianity, and half the creation of civilisation." The Christianity part of the argument is hardly to be gainsaid, for if a man could live entirely up to the spirit of the Sermon on the Mount he could not help being practically all that constitutes a gentleman. The power of civilisation in the making of this curious entity can easily be exaggerated, however; we have met agricultural labourers, Chinese coolies and jungle savages of whom it could be said that almost their every instinct was that of a gentleman. Yet—But the point is too nice; and we seem to remember that Besant once said that he had known men who possessed the heart of an angel, yet who invariably used a plate as if it were a trough. We shall have to leave it to the Dean.

DAY BY DAY.

A MERRY HEART MAKETH A CHEERFUL COUNTRYMAN, BUT BY SORROW OF THE HEART THE SPIRIT IS BROKEN.

The Weather.

Lower level 8 a.m. Temp. 65; clear.
At the Peak 8 a.m. Temp. 54; clear.

Count the Columns.

Yesterday the Telegraph published 34 columns of solid reading matter. To-day there will be 33 published.

The Mails.

Siberian Mail.—Due per s.s. Sardinia to-morrow.
Siberian Mail.—Closed per s.s. Polynesia to-day at 10 a.m.
Siberian Mail.—Closes per s.s. Luchow to-morrow at 3 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Banks.—\$800, sellers.
Cantons.—\$357.
Unions.—\$830, sales.
China and Manilas.—\$7, buyers.
Indos.—\$77, buyers.
Shells.—\$880, sales.
Star Ferries.—\$36, sales.
Luzons.—\$19, sales and buyers.
Tongahs.—\$1.
Wharves.—\$66, sales.
Shanghai Docks.—Tls. 53 buyers.
Hongkong Hotels.—\$119, sellers.
Humphrey's Estates.—\$64, sales.
Dairy Farms.—\$34, sales.
Green Islands.—\$54.
Union Waterboats.—\$18, sales.
China Sugars.—\$110, buyers.

The Dollar.

The rate of the dollar on demand to-day is 9.11-16d.

Boy Scouts' Camp.

The Boy Scouts of St. Joseph's College intend going into camp at Easter.

Langkat Output.

Messrs. Wright and Hornby advise us that the Langkat output for yesterday was 243 tons.

Funds for Salvation Army.

Ensign Annie Smyth, of the Salvation Army, left for Shanghai by the Atsuta Maru to-day. She has succeeded in collecting some \$1,500 for the "Army" during her visit here.

Well Done, Canton!

H. M. Consul-General, Canton, has remitted to the Prince of Wales' Relief Fund local subscriptions for February amounting to £101. 6. 1. The total amount sent from Canton to date is £1,501. 5. 8.

Home Nursing Lectures.

A series of lectures in home nursing is being given to 25 members of the Catholic Women's League by Dr. Koeb, who last year kindly prepared a number of members for the First Aid Examination under the auspices of the St. John's Ambulance Society.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—J. Reid, \$20; G. K. Haxton, \$10; Weissmann Ltd., \$5; Edinburgh Moraine-side Sunday School (£8), \$89.73.

Interesting Publication.

The Bulletin of the Catholic Women's League for March is quite an interesting publication. It deals with the arrangements for the proposed pilgrimage to Macao during Easter, reports recent meetings of the League, contains some interesting Notes by the Way, and includes an account of the activities of the Boy Scouts of St. Joseph's College, written by the Chief Scoutmaster. The Bishop's Pastoral Letter is also given.

NOTES ON THE CRISIS.

ALLIES' ALL-ROUND PROGRESS.

Russia's Wonderful Powers of Recovery.

The news of the fighting in both theatres of war continues to be of a most satisfactory character so far as the Allies are concerned. The French communiques of the past few days have been in the nature of a continuous record of successes, and our progress in the Champagne region, where the enemy had been long entrenched, is particularly noteworthy. The Allies have been especially active in this locality of late. They have evidently a big scheme in hand here for dislodging the enemy from his stronghold, and it is being carried out with that thoroughness and care which has, ever since the day of the great retreat, characterised the work of the Allies' armies. That is the chief point which strikes one in taking stock of the general situation in the west. Our troops never attempt a forward move until they are well prepared to follow it up. There is method in all they do. And that is why positions won are immediately consolidated and maintained.

East Prussia Again Threatened.

Turning to the east, it is a wonderful tribute to the Russians' power of recovery that, after their recent bad shaking up, they have been able once more to assume a general offensive. More than once they have set foot on East Prussian territory, only to be driven back. But they always come again. And to-day we find them once again closing on to the frontier here. It was only quite recently that they suffered the loss of practically a whole Army Corps through being unable to extricate themselves from the forests of Augustovo after their precipitate retreat. But so great are the resources of the Russians, and so determined are they to get their own back, that we find them once more occupying the region, while they have a well-ordered front running practically parallel with the East Prussian frontier, from which at one point they are only some ten miles distant. The day should not be far distant when our gallant Allies will yet again be fighting in enemy soil.

A Knock at the Enemy.

We had—without posing to be experts in the science of the occult—a slight suspicion that it would not be long before we heard of the German submarine base being located and seriously dealt with. During the raid on merchantmen—which, by the way, did not appear to have met with much success for a week, during which time colliers turned the tables on the submarines and sank them, whilst others were accounted for by armed craft—people were asking why it was that the base had not been found and the most terrible things done. The armchair strategist did not make any allowances, but now he will perhaps admit that the attack on the base at Ostend shows that the opportunity was awaited and successfully taken advantage of when it came along. The submarine repair-shop would not look any the better after the introduction of a few bombs from our airmen, and there must have been a glorious opportunity for a cinema man in the Kurzaal, the headquarters of the German military, after our flying men had finished their little pastime. Patience is what we must possess, and leave the conduct of both naval and military matters to the men who have them in hand and who so far have not been found wanting.

St. David's Day in Shanghai.

March 1 was observed in Shanghai in a very quiet way, as St. David's Day, by the Welsh community. Owing to the war, there was no official function, but the usual salutations amongst the Welshmen were observed, these, of course, including the exchange of the national emblem amongst the fellow-countrymen. There were also a number of dinner parties.

—N. C. Daily News.

FOOTBALL MATTERS.

Matches and League Tables.

The following football matches have been arranged for this week:—

Wednesday.—Lam Liong v University, Navy ground, 5.15 (H.K.L. II); referee, Mr. W. B. Viveash. Victoria Rovers v Confucians, Military ground 5 p.m. (H.K.L. II); referee, Mr. F. W. Eager. Navy v Club, Club ground, 5 p.m. (U.S.L.); referee, Mr. A. A. Wilson.

Thursday.—Diocessans v Lusitano, Military ground, 5 p.m. (H.K.L.); referee, Mr. J. L. McPherson. R.E. v Div. II H. K. League, (Shield Semi-final), Club ground, 4.45 p.m.; referee, Mr. F. W. Eager.

The R.E. team for the Shield match is as follows:—Rogers; Coxon and Richards; Boff, Smith, and Allan; Mallard, Townsend, Scott, Hartop and Wilkinson.

The following players have been chosen to represent the 2nd Division Hongkong League:—E. J. Edwards; Gunner Gollar and Cheung Wing-hon; W. H. Viveash, H. Johnson and Gan Kap-yun; Leong Wing-tai, R. A. Carvalho, Lieut. Russell, T. L. Goldenberg and Kwok Sing-ling.

Saturday.—R.G.A. v Club, (Shield Semi-final), Club ground, 4 p.m.; referee, Mr. F. W. Eager. Navy v Police, Navy ground, 4.30 p.m. (U.S.L.); referee, Mr. F. W. Wright. Lusitano v St. Joseph's College, Navy ground, 2.45 p.m. (H.K.L. II); referee, Mr. R. Nazarin.

For the match between St. Joseph's College and the Lusitano Club the Lusitano team will be:—Lusitano Club.—T. Hyndman; R. A. Carvalho and A. O. V. Ribeiro; F. M. Cruz, L. L. Lopes and E. M. Castro; L. M. Franco, J. M. Reis, R. Hyndman, C. M. Pereira and G. Carvalho.

League Tables up to Date.

Club	P.	W.	D.	L.	F.	A.	Pts.
R.G.A.	6	3	0	3	10	5	9
Police	8	1	2	3	6	5	5
Club	6	2	3	1	5	6	5
Navy	6	1	2	3	2	6	5
Division II.							
St. Joseph's	5	5	0	9	11	10	10
Lam Liong	3	6	1	0	11	6	10
Queen's	7	4	2	1	11	5	9
Confucians	6	3	2	1	12	7	7
Victoria R.	6	2	3	1	8	5	5
Diocessans	8	1	4	1	2	9	3
University	4	0	4	0	2	8	0
Lusitano	4	0	4	0	1	3	0
U. S. League.							
Navy	6	4	1	0	7	1	8
R. E.	4	2	0	2	2	4	4
Police	2	1	0	1	2	2	2
R.G.A.	3	1	2	0	1	4	2
Club	2	0	2	0	2	0	2

A GOLDEN JUBILEE.

Christianity in a New Territory Village.

The village of Thai-long, in the New Territories, near the entry of Mira Bay, has just celebrated the golden jubilee of its conversion to Christianity, says the Bulletin of the Catholic Women's League. Being the first village to come over to the Faith as a whole, since the Italian priests of the Catholic Mission from Hongkong penetrated into the interior, the matter assumes a peculiar interest. The honour of having received the village into the Church, and of having erected the first chapel, belongs to the then Father Volanteri, who died ten years ago Bishop of the Honan Province and High Mandarin of the Chinese Empire. This ardent missionary was the first to go, unsupported and alone, over the entire district of the present Mission: the author, moreover, of the first map of the Sun-on district, which is even now esteemed for its perfection and accuracy. Truth to tell, the first motive that drew the people of Thai-long to Father Volanteri was the hope of finding in the European a protector against the numerous pirates who were wont to raid and pillage the place systematically. Afterwards, however, there was a true and sincere conversion, when the necessary instruction for Baptism had been imparted, and it was from Thai-long that the Faith

HUGE OPIUM HAUL.

DRUG CONCEALED IN SHIP'S BUNKERS.

Nearly Half a Ton Seized by Police.

Not a little sensation was caused this morning in the environs of the Police Court by the sight of fifteen Chinese arriving in custody, followed by a long string of coolies bearing quantities of heavy tins. The cause of this was the seizure, in the early hours of this morning, on board the s.s. Teucer, of nearly half a ton of raw and prepared opium.

Knowledge of this shipment, which is supposed to have come from either Liverpool or London, was known in the Colony before the ship arrived, but it was, through the defendants' own acts, that the matter is supposed to have come to light.

Last evening the officers of the Teucer, which is a Blue Funnel steamer, heard shovelling going on in one of the bunkers, and, on investigation, found firemen hard at work shovelling coal to get at a very large quantity of opium. The Police were warned, and, under Detective Sergeant Pincoot, the coal was moved and no less than 1,000 lbs. of raw opium and 1,840 lbs. of prepared opium were found. As a result, fifteen men were arrested and they made their appearance in the Police Court this morning, the necessity for this early hearing being that the ship's officers' statements were necessary and that the boat had to sail early.

This seizure is probably one of the largest that has been effected, and the fine, if the defendants are convicted, might, at its maximum, equal well over a million dollars.

The men were charged this morning, before Mr. F. A. Haselard, Inspector Kerr being in charge of the case.

The chief officer of the Teucer, Mr. F. K. Luke, said that the vessel originally sailed from Birkenhead and the last port of call before Hongkong was Singapore. Last night he saw the first defendant carrying about half a dozen empty bags, but when he saw the witness dropped them and made off. Witness caught him and asked him what he wanted with the bags, and the man said they were wanted in the stake-hold. Later the same evening, he saw the bags in the bunker.

Chief Engineer J. M. Brown said that he went on board at 11.30 last night and had a conversation with the Chief Officer, as a result of which he kept watch on one of the bunkers. He saw a light there and heard some shovelling. He went down and found fifteen men, of whom he could recognise twelve, in the bunker. They were digging tins of opium from the coal. The case was remanded.

MAILBAG'S JOURNEY.

Home and Back Again.

The Post Office makes the following notification:—
A bag of mail from Hongkong to Paris, despatched per s.s. Aradisa on the 1st Jan., 1915, for the Siberian route, was returned to Hongkong yesterday per s.s. Polynesia from Marseilles. The reason for its return is not known and it will be re-forwarded via Siberia to-day.

was spread into all the neighbouring villages. From here too the legend came that when their little pagoda was pulled down and the josses destroyed, devils were heard crying as they went away over the hills, because they were leaving the place for good and all. Now, instead of the pagoda, a nice little Church has been erected—the third of a series, the others being destroyed by typhoons. Here the golden jubilee was celebrated the other day, and, consoling it was to see the little building thronged with the 200 Christians of Thai-long, reinforced by many more from other places.

THE S.S. RUBI AND ZAFIRO.

To Be Sold to London Firm.

The steamships Rubi and Zafiro, which, until a few months ago, ran between Manila and Hongkong, will apparently soon be things of the past, so far as Hongkong (harbour) is concerned, for we are authoritatively informed that the proprietors—the China and Manila Steamship Company—have practically concluded the sale of them to a London firm. Latterly the two vessels have been under charter in the Saigon rice trade.

It will be remembered that there was a question, some couple of years ago, of one or both being bought by a French firm for the Indo-China passenger trade, but, as the firm in question was not prepared to pay the owners' prior negotiations fell through.

The Zafiro and Rubi are sister ships (2,550 tons) and were built in 1901 at Port Glasgow, by Messrs. Dunlop and Co., and, during their latter years in the Philippine trade, sailed under the United States flag.

THE MYSTERIOUS B.X.

Said to Contain \$70,000 Worth of Pearls.

A sealed box, suggestion of a large quantity of pearls, and the alleged obtaining of credit by their means, constituted the elements in a mild form of mystery which unfolded itself in the Police Court this morning, before Mr. J. H. Wood.

Frank Carlyle Castlemaine, described as an agent, and speaking with an American accent, was charged with obtaining credit to the extent of \$4,600, by means of fraud, from Mr. F. Chopard, proprietor of the Astor House Hotel.

Mr. W. B. Hind, of M. G. K. Hall, Branton's office, who appeared to prosecute, informed his Worship that the defendant came to the Astor House Hotel on July 8 and stayed until August 31, when he left owing the sum alleged in the charge. He left with the manager of the hotel a box, which he said contained seventy thousand dollars' worth of pearls. The box was sealed and he proposed to open it at once. The defendant went away without the knowledge of the prosecutor, leaving the box behind. He would point out that the box alleged to contain the pearls was deposited in the ordinary way with the Astor House Hotel. He obtained credit on the strength of that box containing the pearls, and, when asked for payment, he said he handed the box over as security for the amount which he then owed. Subsequently he left without the knowledge of Mr. Chopard. He was next seen three or four days ago, and a report was made to the police, and, on Mr. Chopard's instructions, these proceedings were taken.

A. Red 107 he pleaded, the defendant, in an emphatic manner, pleaded not guilty.

His Worship asked what the defendant would wish him to do—whether he would ask him a few questions and then open the box, or postpone the case until to-morrow afternoon.

The defendant said he wanted the case dealt with as quickly as possible. He had been in the Colony two and a half months after he left the Astor House Hotel and had been back here for a month before he was arrested. He would further like to point out that he was also being sued civilly and it would be a great hardship for him to have the case postponed. He had practically been under arrest for the past two days and had thereby lost enough money to have paid this.

Asked if he would consent to have the box opened, the defendant said he would, so long as he was allowed to put in a receipt which he had had from the hotel showing that the contents of the box were unknown.

The case was remanded until to-morrow afternoon, bail being allowed in the sum of \$1,000.

COMPANY REPORT.

The Hongkong Fire Insurance Co., Ltd.

The report of the above company, for presentation to the shareholders at the forty-sixth ordinary meeting, to be held at the offices of the General Managers, on Thursday, the 18th March, at 12.30 p.m., is as follows:—

The General Managers and Consulting Committee have pleasure in submitting to the shareholders the forty-sixth annual report of the Company.

1913 Account.—This account shows a net profit on working of \$377,959.20. This sum, subject to the approval of shareholders, it is proposed to deal with as follows, viz.:—

Dividend of \$27 per share ... \$216,000.00
Addition to Re-insurance Fund ... 161,959.20

\$377,959.20

1914 Account.—The balance at credit of this account is \$403,716.54.

Consulting Committee.—Mr. White resigned his seat on account of his departure from the Colony and Mr. G. W. Barton was invited to fill the vacancy.

The Hon. Sir Paul Chater, O.M.G., Messrs. Barton, Maitland and Gubbay retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A. R. Lowe, F.C.A.

JARDINE, MATHESON & Co., Ltd. (General Managers, Hongkong Fire Insurance Co., Ltd.)

Working Account 1913:

On 31st Dec. 1913.
Losses and Claims, \$124,920.57
Charges, ... 34,945.30

Re-insurance to Consulting Committee and Auditors, ... 5,800.00
Commissions, ... 80,363.20

Balance, as per Balance Sheet, ... 377,959.20

\$623,938.13

Net Premium received, less Returns and Re-insurances, ... \$452,226.68

Interest, ... 171,658.05
Transfer Fees, ... 116.00

\$623,988.13

Losses and Claims, \$103,258.19
Charges, ... 41,371.53

Commissions, ... 106,773.10
Balance, as per Balance Sheet, ... 403,716.54

\$655,119.37

Net Premium received, less Returns and Re-insurances, ... 474,951.56

Interest, ... 180,085.81
Transfer Fees, ... 82.00

\$655,119.37

Balance Sheet on 31st December, 1914.

LIABILITIES.
Capital, \$800,000
Shares of \$250 each—\$2,000,000.00, of which \$50 per share has been paid up, \$400,000.00

Reserve Fund ... 1,800,000.00
Re-insurance Fund, ... 345,608.23

Investment and Exchange Fluctuation Account, ... 65,613.78

Uncollected Dividends, ... 1,215.00
Accounts payable, ... 88,752.19

Working Account 1913.—
Net Profit, as per Statement, ... 377,959.20

Working Account 1914, as per Statement, ... 403,716.54

\$3,282,864.94

ASSETS.
Cash, on Current Account and Fixed Deposits with Banks, ... \$721,456.37

Mortgages, Loans and Debentures, ... 1,818,776.92

Foreign Government Silver Bonds, ... 7,371.79

Indian and Colonial Government Stocks, ... 104,157.16

Foreign Government Gold Loans, ... 135,968.13

Indian, Colonial and Foreign Railway and Port Trust Bonds and Stocks, ... 183,615.82

Other Investments, ... 172,440.00

THE SANITARY BOARD.

Mr. Goldring on Public Nuisances.

The fortnightly meeting of the Sanitary Board was held yesterday, the President of the Department (Mr. G. N. Orme) presiding. There were also present:—The Hon. Mr. E. A. Hewitt, O.M.G., Hon. Mr. S. B. C. E. Lieut.-Colonel Gordon-Bell, Mr. P. W. Goldring, Mr. Chan Kai-ming, Mr. Ng Hon-tsz, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen-Rowlands (Secretary).

Regarding a minute by the President in connection with the erection of a temporary latrine on the reclamation near the Reclamation Street Market, Yau-mat, Mr. Goldring said that there were certain latrines and water closets in Kowloon which at the present moment were being used as storing places for night soil, and he thought the inspectors in charge of this should see that it was not done. In some instances it was stored for two or three days and it was a nuisance that should not be allowed.

The President said that every endeavour would be made to keep the proposed latrine on the reclamation in proper order, and the scavenging inspector would take special precautions to see that it was not improperly used. It would be understood that it might be closed at any time without notice, if the Board so wished.

On the motion of the President, seconded by Hon. Mr. Hewitt, it was decided to give the necessary permission.

Mr. Goldring, speaking in regard to the arrangement of duties for the Sanitary Inspectors during the first half of the present year, said it would be instructive and useful to know the names and addresses of the Inspectors in charge of the different districts, so that those who had complaints would know to whom to go. Outside the Docks at Hung Hom there was a swamp—a malaria-breeding swamp—and if the people only knew the address of the Inspector in charge of the district they could report it to him, and not make a public business of it. He had been asked by several people to take the matter up and he promised he would.

The President, in approving of the suggestion, said he would send members maps of the districts, with the names and addresses of the Sanitary Inspectors in charge.

American Soldier Drowned.

The body of an American soldier was found last week in the creek under the railroad bridge between Pao and Culi Culi, and later identified as that of Private William Winch of Company E, 13th Infantry. The man had been drowned while in swimming, and the accident was reported to one of his companions, Private LeRoy Baldwin, of the same company, notified the Pao police station, says the *Cable News American*.

Agency Balances ... 50,594.18
Accounts Receivable ... 88,476.77

\$3,282,864.94

C. F. CHATER, Members of Consulting Committee.
O. S. GUBBAY, Members of Consulting Committee.
JARDINE, MATHESON & Co., Ltd. (General Managers)

Auditors' Report.—We report that we have examined the Accounts of the Company at the Head Office with the Books and Vouchers in Hongkong and returns received from the Agencies for the year ending 31st December, 1914. We have also satisfied ourselves as to the existence and value of the Securities for Investments, Cash at Banks and on Mortgage to the amounts specified. We have obtained all the information and explanations we have required and, in our opinion, the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the Books of the Company.

H. PERCY SMITH, F.C.A., Auditors.
A. R. LOWE, F.C.A., Auditors.

Hongkong, 8th March, 1915.

DAIRY FARM NEWS.

REDUCTION IN PRICES

FROM 22ND FEBRUARY.

WE ARE PLEASED TO ANNOUNCE THAT WE HAVE REDUCED OUR PRICES OF:

LOCAL MEATS

AND

OWN FED POULTRY.

NEW PRICE LISTS DATED 20th FEBRUARY 1915 CAN BE HAD ON APPLICATION.

HONGKONG SUGAR SITUATION.

U. S. Consul General's Report.

The U. S. Consul-General in Hongkong, Mr. G. E. Anderson, in a report dated Nov. 14, states:—

The sugar situation in Hongkong is considered one of doubtful promise in most respects. The rise in the value of sugar as a result of the war was of temporary benefit to the Hongkong refineries and to other local sugar interests, but the actual profit from the rise was comparatively small, because local stocks were small. On the other hand, the higher prices restricted consumption in China, and the turn-over of the refineries has been much smaller than usual.

Thus, by reason of the depressed condition of trade in China generally, and of the lack of money among the Chinese people, there is prospect of continued reduced consumption, even if prices become normal, which, of course, is doubtful.

Figures furnished by one of the largest importers in Hongkong, the Government having ceased keeping account of the imports since the Brussels Convention has ceased to operate in the Colony so far this year have totalled 2,130,000 piculs, or 142,000 short tons, as compared with 4,480,000 piculs, or 297,333 short tons, in the same period of last year. The exports have been in rather larger proportion. At the time of the extreme rise in the price of sugar soon after the beginning of the war in Europe there was on hand in Hongkong 70,000 piculs, or about 4,666 short tons, of Philippine raw sugar; 250,000 piculs, or about 16,666 short tons, of white sugar from Java; and 380,000 piculs, or about 25,333 short tons, of raw sugar from Java, or a total of 46,665 short tons. At present there is on hand only about 1,333 tons of white sugar and 6,000 short tons of raw sugar from Java and about 300 tons of raw sugar from the Philippines, or a total of only 7,633 short tons. In general, the course of prices has followed those of other large sugar markets, raw Java sugar selling during the first half of the year for from \$6 to \$7.30 local currency per picul, as compared with \$4.50 per picul a year ago, and white sugar bringing from \$7.50 to \$12 per picul, as compared with \$7 a year ago. Philippine raw sugar during the first half of the year was sold at about \$7 per picul, as compared with \$5.60 a year ago. Exchange varied but slightly during both periods.

Shipments of refined sugar to the United States during the year to date have shown an increase from a value of \$25,111 to \$67,942, but the volume of trade has not become anything like what has been anticipated. Shipments of refined sugar from Hongkong to the Philippines have decreased from a value of \$126,868 to a value of \$41,111, and are, in short, but a small portion of the exports of former years, the imports of Hongkong sugar into the islands in 1912, for example, reaching a value of \$334,365. On the whole, the season in Hongkong has been fairly good, but this result has been due more to a fortunate course of the market than to really satisfactory turn over.

TO-DAY'S ADVERTISEMENTS.

FOR SALE.

FOR SALE.—Manila Rubber-tyred DOGCART, in good order. Will seat three, exclusive of driver. Also rare pony with harness, etc. Price reasonable.—Apply to L. E. B., 5, Duddell Street.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"ATSUTA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered out as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

Goods not cleared by the 16th March, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th March, 1915.

From SHANGHAI, VLADIVOSTOK, KOBE & MOJI.

NOTICE TO CONSIGNEES.

THE Steamship

"ORISSA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD. Agents.

Hongkong, 10th March, 1915.

TO LET.

TO BE LET, Unfurnished.—Kingsclere Gate House, Telephone and Electric Light installed. Apply Kingsclere, G. A. SACHSE.

TO LET.

CRAIGIEBURN HOTEL. Peak. To be let 2 rooms in the above Hotel, April 1st. Apply Manager, G. A. SACHSE.

INSTITUTION OF ENGINEERS & SHIPBUILDERS, HONGKONG.

The Annual General Meeting will be held at the Institute, King's Buildings on Friday, 12th March, 1915, at 9.00 p.m.

BUSINESS: 1.—To Receive from the Committee the Report and Accounts for the year ending 31st December, 1914.

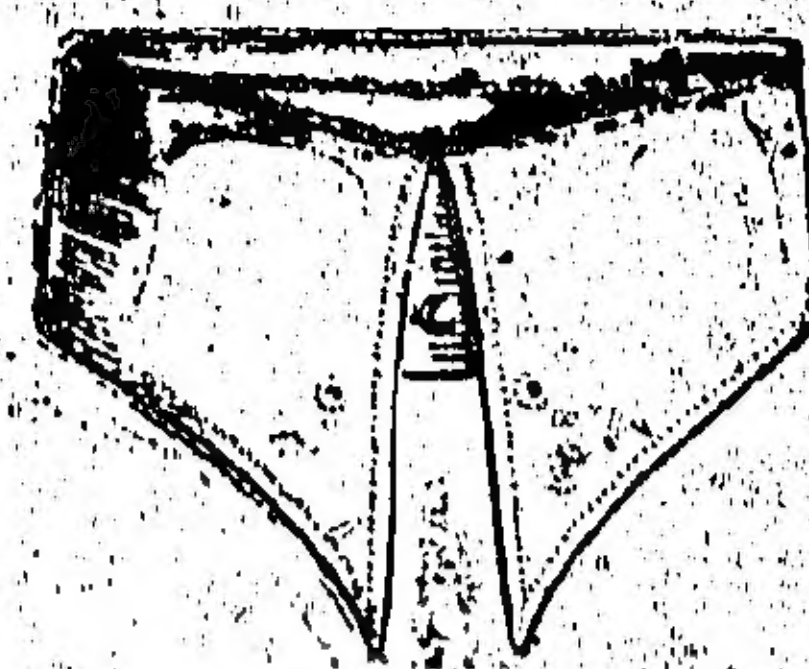
2.—To elect a President, two Vice-Presidents, Hon. Treasurer, Hon. Librarian, and Committee of Management for the ensuing year.

3.—Any other business which may transpire.

J. S. CHAPMAN, Secretary.

Summit

The "VARSITY" shape, suitable for wear with a soft fronted tennis or coloured Zephyr shirt. Eyelet holes for safety pin. This shape is also stocked in a Blacuit Shade of Mercerised Cotton.



40 cts. each—6 for \$2.25.

MACKINTOSH & Co., Ltd.

Men's Wear Specialists.

16 DES VŒUX ROAD 16

WM. POWELL, LTD.

TELEPHONE 346.

THE HOUSE CHILDREN'S WEAR.

FOR EVERY OCCASION.

INSPECTION INVITED.

Wm. POWELL, Ltd.

SPECIALISTS IN CHILDREN'S GOODS.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

ITALIAN GRAND OPERA

DOUBLE DISC RECORDS.

IL TROVATORE.

ELA TRAVIATA

CAVALLERIA RUSTICANA

PAGLIACCI

RICOLETTO

FAUST

CARMEN

MIGNON

OTELLO

ERNANI

TOSCA

BARBIERE de SIVIGLIA etc



THE ANDERSON MUSIC CO., LTD.

16, Des Vœux Road.

Telephone 1322.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED.

EDINBURGH, SCOTLAND.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA:
32, WATER STREET. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
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These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched for Shanghai, Yokohama, Kobe and Moji on the 16th March.

The S.S. "Sangola," tons 5,184, Capt. Milne, R.N.R., will be despatched for Shanghai, Vladivostok, Kobe & Moji on the 30th March.

The S.S. "Umaria," tons 5,317, Capt. Elton, will be despatched for Yokohama, Kobe and Milke on the 30th March.

WESTWARD.

The S.S. "Orissa," tons 5,436, Capt. Langlands, will be despatched for S'pore, Penang, Rangoon & Calcutta on the 13th March.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, March 10, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 10th MARCH.

5.30 p.m. Kinshan. | 5.00 p.m. Fatshan.

THURSDAY, 11th MARCH.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
5.30 p.m. Fatshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night (available also for Return by day Steamer).....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,986

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 14th MARCH.

The Company's new Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 8 a.m. and return from Macao at 2 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf. REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD. & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUT. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said		Mishima Maru Capt. Wada T. 16,000 Suwa Maru Capt. Murai T. 20,000	THURS., 11th Mar. at noon. THURS., 25th Mar. at noon.

VICTORIA, B.O., and SEATTLE via S'hai, Moji, Kobe, Yokohama, and Yokohama		Saki Maru Capt. Noma T. 12,500 Tamba Maru Capt. Nagasuye T. 12,500	TUES., 23rd Mar. at noon. TUES., 6th April at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane		Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. Takada T. 9,600	TUES., 16th Mar. at 4 p.m. FRI., 9th April at 4 p.m.
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CALCUTTA via S'pore, Penang & Rangoon		Tosa Maru Capt. Takano T. 12,000	TUESDAY, 23rd Mar.
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BOMBAY via Singapore, Malacca and Colombo			
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MOJI & Kobe			
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S'hai and Kobe		Sanuki Maru Capt. Date T. 12,500	FRIDAY, 12th Mar.
NAGASAKI, Kobe & Yokohama		Nikko Maru Capt. Takada T. 9,600	MON., 15th Mar. at 10 a.m.
SHANGHAI, Kobe & Yokohama		Atsuta Maru Capt. Yoshikawa T. 16,000	WED., 10th Mar. at 5 p.m.

Fitted wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Mishima Maru	15,000 tons	Thursday 11th March
Suwa	25,000 "	" 25th March
Atsuta	15,000 "	" 8th April
Yasaka	25,000 "	" 22nd April
Miyasaka	15,000 "	" 6th May
Kitano	15,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 23rd March
Tamba	12,500 "	" 6th April
Yokohama	12,500 "	Thursday 15th April
Sado	12,500 "	Tuesday 4th May
Awa	12,500 "	" 18th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	11th Mar. at 4 p.m.
NINGPO	Szechuen	12th Mar. at d'light.
SHANGHAI	Shaohsing	13th Mar. at d'light
HOIHOW & PAKHOI	Wenchow	13th Mar. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	16th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUT"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenah" and the S.S. "Kanchow," "Liagchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong 10th Mar., 1915

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tijlallap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tijlmanoeck	S'hai	1st half Mar.	JAVA	1st half Mar.
Tijlkin	JAVA	1st half Mar.	S'hai	1st half Mar.
Tijllwong	JAPAN	1st half Mar.	JAVA	2nd half Mar.
Tijlaroom	JAVA	2nd half Mar.	S'hai	2nd half Mar.
Tijlpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tijlbodas	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tijlkembang	JAVA	2nd half Apr.	S'hai	2nd half Apr.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Chiyo Maru	22,000 - 21 knots	Thursday, 25th March.
Tenyo Maru	22,000 - 21 knots	Tuesday, 13th April.
Nippon Maru	11,000 - 13 knots	" 27th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUITOS and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots. Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn		
St. Albans		12th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	FRI., 12th Mar. at 1 p.m.
Haitan	J. W. Evans	TUES., 16th Mar. at 1 p.m.
Haiyang	A. E. Hodgins	FRI., 19th Mar. at 1 p.m.

FOR SWATOW.

Haimun	A. H. Stewart	WED., 10th Mar. at 1 p.m.
Haimun	A. H. Stewart	SUN., 14th Mar. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall & Co.,
General Managers.

LOG BOOK.

War Risk Business at Lloyd's.

The war risk business at Lloyd's is very active just at present, and there is sometimes difficulty in getting business done. Generally speaking, underwriters have done well, and many are holding their hands until the 9th of their outstanding risks run out. They frequently decline business, and some indeed, absent themselves from the "Room." Rates, therefore, tend to a rather higher level.

Mayo (Rangoon) Marine

Institute.

The Annual General Meeting of the Mayo Marine Institute, Rangoon, was held last month. The Chairman read the report which was as follows: The Committee met regularly every quarter during the year to pass the accounts and transact other business. Capt. W. H. Allen continued as Secretary during the year. In previous annual reports it has always been customary to calculate the number of men who are accommodated in, or make use of, the Institute from the daily lists. By this calculation 1,730 officers and 1,886 men, making a total of 3,622, were accommodated in the Institute, as compared with 1,542 officers and 1,219 men, total 2,761 in the previous year. In addition to these 3,108 non-resident seamen visited the Institute during the year, and availed themselves of the privileges which it offers. In all, therefore, 6,728 men made use of the Institute during the year. Twelve officers of the steamer Clan Matheson, which was sunk by the German Cruiser Emden, who were landed at this port, were quartered in the Institute for 13 days prior to their transfer to Calcutta. Special arrangements were made by request to enable members of the "Burma Contingent" arriving from up-country to stay in the Institute pending their transport, and four members availed themselves of this privilege. There was the usual Christmas dinner for officers and seamen of ships in the harbour, when covers were laid for 11 officers and 17 seamen. The Vice-President visited the Institute on Christmas Day, and found that the arrangements were satisfactory and that an excellent dinner had been provided. The total income for the year from all sources, including the cash balance at the commencement of the year, viz: Rs. 4,423 5-0, amounted to Rs. 16,379 7-10 and the total expenditure Rs. 16,629 15-3. The deficit (the reason of which is explained below) of Rs. 250 7-5 was met by an overdraft on the Bank of Bengal without touching the sum of Rs. 30,000 held by the Institute in Government paper. Rs. 3,000 was received during the first half of the year from the Chief Collector of Customs as a grant from Sunday Labour fees collected in Rangoon. The grant for the second half-year has been withheld temporarily pending an official reference, and to this fact the deficit mentioned in the preceding paragraph was due. The Commissioners paid Rs. 450 during the first three months of the year and then discontinued their grant. As in previous years, no subscriptions and donations were asked for from mercantile firms or other bodies or individuals. During the year a special sub-committee, composed of the Vice-President, Mr. Ashton, and Mr. Primrose Wells, was appointed to go into the whole question of the working expenses of the Institute with a view to effecting some economy. They were successful in securing more liberal terms for the purchase of certain stores, and also in effecting some minor economies.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).
 For Steamship On
 SHANGHAI via Swatow Kwongsang Thur., 11th Mar. at 10 a.m.
 HOIHOW & Haiphong Taksang Thur., 11th Mar. at 10 a.m.
 SHANGHAI Choyang Fri., 12th Mar. at 10 a.m.
 MANILA Loongsang Sat., 13th Mar. at 3 p.m.
 S'PORE, Pang & Calcutta Yatsing Tues., 16th Mar. at 3 p.m.
 TIENTSIN via Weihaiwei Cheongshing Wed., 17th Mar. at 10 a.m.
 TIENTSIN Cheongshing Fri., 19th Mar. at 10 a.m.
 SANDAKAN via Jesselton Maungang Sat., 20th Mar. at noon
 MANILA Yuensang Sat., 20th Mar. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze, Peking, Chefoo, Tientsin, Dainy, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kudat, Lunad, Davao, Singapore, Tawao, Usukan, Jesselton and Labuan.
 For Freight or Passage,
 Apply to JARDINE, MATHESON & CO., LTD.
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For Steamer Date of Departure
 LONDON Carnarvonshire 11th April.
 LONDON Monmouthshire 5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
 For freight and further particulars, apply to
 JARDINE, MATHESON & CO., LD.
 Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.
 For Freight and Passage, apply to
 JARDINE, MATHESON & CO., LD.
 Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 68' x 34'6"

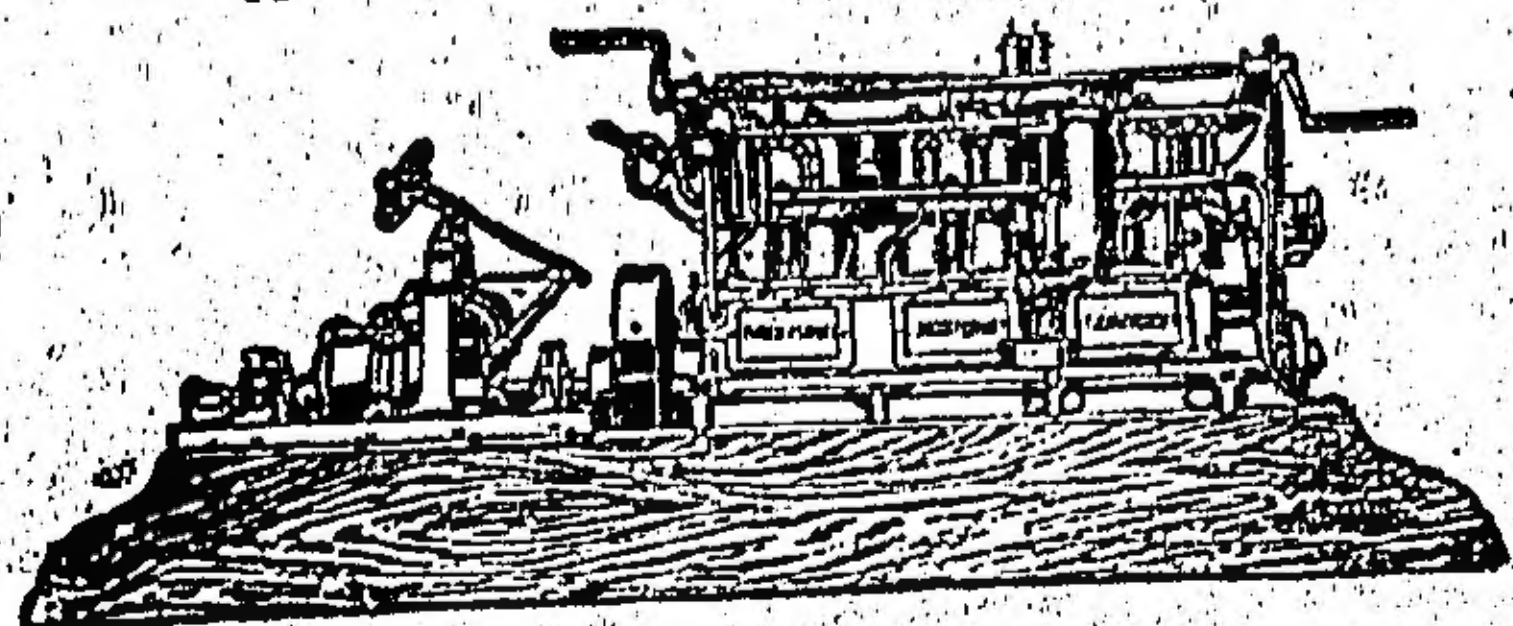
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships, with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 H.P.
 As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.
 Telegraphic Address: "TAIKOODOCK."
 TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Mishima M.	N. Y. K.	11, Mar.
London via Usual Ports of Call	Sardinia	P. & O.	12, Mar.
Marseilles via Ports	Atlantique	M. M.	20, Mar.
Marseilles, London & Liverpool	C. of Corinth	B. L. L.	20, Mar.
L'don, via S'pore, Pang, & Co., &c.	Namur	P. & O.	31, Mar.
London	Carshire	J. M. Co.	11, Apr.

NEW YORK, SAN FRANCISCO AND CANADA.

Via, B.C., T'ma via S'hai & Japan	Chicago M.	O. S. K.	20, Mar.
San Francisco via Shanghai etc.	Chiyu M.	T. K. K.	23, Mar.
V'toria, B.C., & S'le via S'hai etc.	Yat M.	N. Y. K.	23, Mar.
New York via Panama Canal	St. Egbert	D. & Co.	25, Mar.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	27, Mar.
San Francisco via M'la & Japan etc.	Nippon M.	T. K. K.	27, Apr.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	12, Mar.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Mar.

SINGAPORE, COAST PORTS AND JAPAN.

Hoihow & Haiphong	Takeang	J. M. Co.	11, Mar.
Shanghai	Nubia	P. & O.	12, Mar.
Shanghai	Choyang	J. M. Co.	12, Mar.
Shanghai, Kobe and Yokohama	Polynesien	M. M.	12, Mar.
Shanghai & Kobe	Sanuki M.	N. Y. K.	12, Mar.
Singapore, Mauritius & South			
African Ports			
Shanghai	Salamis	B. L. L.	12, Mar.
Haiphong	Shaohsing	B. & S.	13, Mar.
Nagasaki, Kobe and Yokohama	Keijo M.	O. S. K.	13, Mar.
B'bay via S'pore, Malacca & C'bo	Nikko M.	N. Y. K.	15, Mar.
Moji & Kobe	Rangoon M.	O. S. K.	15, Mar.
S'hai, Y'hama, Kobe and Moji	Banri M.	D. & Co.	16, Mar.
Singapore, Penang & Calcutta	Itola	D. S. Co.	16, Mar.
Kobe and Moji	Yat-hing	J. M. Co.	16, Mar.
Moji, Moji, Kobe and Yokohama	Foohsing	J. M. Co.	16, Mar.
Moji & Kobe	P. & O.		18, Mar.
Shanghai, Y'hama, Kobe & Moji	Bombay M.	N. Y. K.	19, Mar.
S'pore, Pang R'gon & Calcutta	Umaria	D. S. Co.	22, Mar.
Shanghai	Tosa M.	N. Y. K.	23, Mar.
Shanghai	Tippanas	J.O.J. L.	Q. desp.
Shanghai	Tikaroom	J.O.J. L.	Q. desp.
Shanghai	Tikembang	J.O.J. L.	Q. desp.
Shanghai	Tikmanook	J.O.J. L.	Q. desp.
Japan	Tiklatap	J.O.J. L.	Q. desp.
Shanghai	Tikini	J.O.J. L.	Q. desp.
Java	Tikilwong	J.O.J. L.	S. half O

TO SAIL

"INDRA" LINE LIMITED.

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THE Steamship

"INDRAKUALA"

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Hongkong, 3rd March, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
 TO
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For Steamer Sails
 MARSEILLES & LONDON..... City of Corinth 20th March.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 22nd February, 1915

General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. S. SIBERIA will be despatched from this port on Wednesday, March 17, at 1 p.m. for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

ENGLISH MAIL.

The P. & O. S. S. NUBIA left Singapore for this port on the 6th instant, p.m., with the outward English Mail, and is due here on the 11th instant at about daylight.

MERCHANT STEAMERS.

The T. K. K. S. TENYO MARU will leave for San Francisco, via usual ports, on Tuesday, 13th April, at noon.

The Barber Line S. S. BOLTON CASTLE for Hongkong via Panama Canal left New York on the 23rd January and is therefore due to arrive here about the beginning of April.

The S. S. ITOLA sailed from Calcutta on the 20th ult. and may be expected here on or about the 11th March.

The T. K. K. S. SHINYO MARU will next leave Hongkong for San Francisco, via usual ports, on Tuesday 11th May, at noon.

The T. K. K. S. OHIYO MARU will sail for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu on Tuesday, 23rd March, at noon.

The S. S. SANGOLA sailed from Calcutta on the 3rd inst. and may be expected here on or about the 25th inst.

The E. & A. S. S. EMPIRE left Sydney for this port (via Queensland Ports and Manila) on 8th inst. and may be expected to arrive here on or about 28th inst.

The S. S. UMARIA sailed from Calcutta on the 8th inst. and may be expected here on or about the 25th inst.

VESSELS IN PORT.

Steamers.

Tilatap, Dut. s.s. 2,470, F. E. C. van Bovenbeek, 28th ult.—Batavia, 24th Jan. Sugar—J. C. J. L.	Uncan, Br. s.s. 2,897, F. Stewart, 2nd inst.—San Francisco, 31st Jan. Fuel oil—S. O. Co.	Mexico City, Br. s.s. 3,178, N. A. Starkey 4th inst.—Vancouver, 22nd Jan. Gen.—M. B. G. K.	Hong Bee, Br. s.s. 2,058, Egdon, 6th inst.—Singapore, Gen.—China.	Walshing, Br. s.s. 1,170, Picknell, 6th inst.—Bangkok, Rice—J. M. & Co.	Rubi Am. s.s. 1,408, J. Miller, 5th inst.—Guang, 1st inst. Rice—S. T. & Co.	Takung, Br. s.s. 977, W. McClure, 6th inst.—Hoihow, Gen.—J. M. & Co.	Feiching, Chinese s.s. 980, Baines, 6th inst.—Canton, Gen.—O.M.S. Co.	Frishy, New s.s. 591, J. Kristensen, 6th inst.—Bangkok, 24th ult. Rice—T. & Co.	Salamia, Br. s.s. 4,700, J. A. Gardiner, 8th inst.—South Africa, 20th Jan. Gen.—Bank Line.	Yei Maru No. 2, Jap. s.s. 1,141, Izari, 7th inst.—Miki, 4th inst. Coal—M. B. K.	Chingchow, Br. s.s. 1,195, J. Doyle, 7th inst.—Kwangyoo, 4th inst. Lime Stone—S. T. & Co.	Assaye, Br. s.s. 4,389, J. J. Caldwell, 8th inst.—Bombay, 20th ult. Gen.—P. & O. S. N. Co.	Reimund, Br. s.s. 641, Stewart, 9th inst.—Swatow, 8th inst. Gen.—D. L. & Co.	Kanagawa Maru, Jap. s.s. 3,807, K. Higo, 8th inst.—Kobe, 3rd inst. Gen.—N. Y. K.	Iyo Maru, Jap. s.s. 5,300, O. Kanoto, 8th inst.—Singapore, 2nd inst. Cotton etc.—N. Y. K.	Keijo Maru, Jap. s.s. 1,164, D. Inadukuni, 8th inst.—Moji, 2nd inst. Gen.—O. S. K.	Siberia, Am. s.s. 5,555, A. Zeeder, 9th inst.—San Francisco, 5th Feb. Gen.—P. & O. S. N. Co.	Kuelchow, Br. s.s. 1,226, Forsyth, 9th inst.—Canton, Gen.—B. & S.	Szechuen, Br. s.s. 1,143, Barkers, 9th inst.—Canton, Gen.—B. & S.
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TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

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Hongkong, 29th January, 1915.

TO SAIL

THE "INDRA" LINE Ltd.

For Boston & New York,
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CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS, & MANILA.

S.S. "SIBERIA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery from the Company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Thursday, March 11th, 1915, at 5 p.m. will be subject to landing charges and if undelivered Tuesday, March 16th, 1915, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown at West Point on March 15th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before March 23rd, 1915, otherwise they will not be recognised.

R. C. MORTON, Agent.

Hongkong, 9th March, 1915.

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NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCS	ENTRANCE BREADTH	DEPTH OVER BULL OF CRANESLY STRONG TIE	AREA OF TIE	AREA OF TIE
KOWLOON					
No. 1 Dock, Kowloon	200'	100'	20'	20'	20'
No. 2 Dock, Kowloon	200'	100'	20'	20'	20'
No. 3 Dock, Kowloon	200'	100'	20'	20'	20'
Patent Slip, No. 1 Kowloon	200'	100'	20'	20'	20'
WAIKONG TUI					
Comopolitan Dock	200'	100'	20'	20'	20'
ABERDEEN					
Harbour Dock	200'	100'	20'	20'	20'
Leisure Dock	200'	100'	20'	20'	20'

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc., M.I.N. Kowloon Dock Hongkong

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 Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, MARCH 10, 1915.

TURF CHATTER.

ASCOT HOLDS GOOD.

Acceptances for the Grand National.

(From Our Special Correspondent.)
London, February 5.

An announcement bearing of some importance bearing on the future of racing was made this week. A statement had appeared in print to the effect that in consequence of the war there would be no meeting at Ascot. It is now announced (our own correspondent "Centaur" writes) that the statement has no foundation in fact. On the contrary, the usual early preparations for the meeting are in progress, and it will certainly take place unless something absolutely unforeseen occurs to prevent it. No doubt the idea as to the abandonment of the meeting arose in consequence of most of the racing stands being at present in use as a hospital for wounded. Unless the war is over before next June, which seems most improbable, it is not easy to understand how a large hospital can readily be transferred elsewhere for the space of a week. But Viscount Churchill, who is the King's chief trustee of the meeting, has evidently received assurances on the point.

It will inevitably be a strange and melancholy Ascot. The racing may be of the usual high order, but what a melancholy picture the Royal enclosure and paddock will present! Emptiness, loneliness, and a profound sense of bereavement in place of brilliant, splendid, and distinction. Still, the fact of "Ascot" taking place at all in such unparalleled circumstances must strike an encouraging and therefore a fairly factory note. And there must always be the chance that peace will have come in the interval between now and then.

It is now necessary to touch on the acceptances for the Spring Handicaps. They are published to-day and naturally create much interest among those who follow events on the Turf. Regarding them generally, it may be said that the forfeits, or "noncontents," are exceedingly few. This again shows what an amount of vigour there is in racing, for it costs an owner a fairly substantial sum to accept the handicap "weight-for-age" rule.

Then, only a few of the Grand National Specials, and they include two French horses which the French Government will not allow to be shipped to England.

Sir W. Nelson's Couvrefeu II comes out because he has broken down, and the others are of no account at all. The top weight, Lutteur III, is French-owned, but he has been in England ever since running so well for the race last year. It is the general opinion that this horse, who won the "National" as a five-year-old, has been given too much weight—12.7. Nevertheless, he is such a grand jumper and has shown himself to be so well suited to the Liverpool course that he is certain to have a big following if fit and well on the day. The other ex winners of the greatest steeplechase, Overcast and Sanlock, hold their ground. They are both in the same stable and last year's winner is set to receive 15 lb. from Overcast. Sanlock should prevail again, though he has been given 21 lb. more to carry than when he made the whole of the running and won easily last March.

It may be noted that the oldest horse engaged in the Grand National is Rory O'More. He is fourteen years old and belongs to the Boyston trainer, Mr. Percy Whilaker. That trainer's best representative may prove to be Alfred Noble (10/12), a 10-year-old, who has won his last three

"THE QUAINTS."

Another Excellent Performance.

In presence of His Excellency and a Government House party, "The Quaints" again performed at the Theatre Royal last night, adding, if possible, yet more to their popularity. Every item on the long programme was entirely good; perhaps the numbers which gained the heartiest and lengthiest applause in the first half were Miss Peggy May's Fairy Dance, the Trio: "Lit le Pig," "The Dinky B.R.I.," Mr. Stewart's ingenious rendering of "Three Blind Mice"—after a variety of composers, from Haydn to Tchaikovsky—and Miss Agnes Craxson's "Happy Summer Song," which was tremendously enjoyed. The second part of the programme included "China Chimes"—dainty and artistic in all respects—and some fine foiling by Mr. Courtenay Fagan and Mr. Silbury, over the rehearsal of a drama.

To-morrow night there will be a complete change of programme.

Wheat Prices in England.

London, January 18.—An increase of 70 per cent. in the price of wheat, as compared with a year ago, and similar advances in other foodstuffs are giving rise to a demand for some form of state control of the food supplies. The General Federation of Trades Unions has taken up this matter, and intends to urge the Government, when Parliament meets, to take steps to prevent speculation in food products. The price of wheat is now higher than at any previous time in fifty years. Government regulation of freight rates for the transportation of foodstuffs over the seas also is strongly urged.

There must, however, be a doubt as to whether he will stay and jump the severe course. On the same mark is an animal named Lynceus, with whom the handicap has been exceptionally severe. This horse is trained, and until recently was running in small selling steeplechases. How he can be brought to possess the Grand National pretensions is a detail which the ordinary racing man cannot understand. Mr. Leslie Brabazon has been engaged to ride Irish Mail (11/12), and the continuation is much to be expected. These animals may be expected to give a grey horse, silver top, who has certainly been given a chance with 10 st. He was beaten a head last week at Kempton Park by Mr. Beckwith-Smith's Dark Collar, who had run well for the last Grand Military Gold Cup. Silver Top is a great jumper, but there may be a doubt as to whether he will stay four and a half miles at Liverpool. It is acknowledged to be the handiest steeplechaser in the country, and the chief argument against him is that he may be too handsome to win a "National." My inclination at present incline, to Irish Mail, Alfred Noble, and Silver Top.

Chief of those removed from the "Lincolnshire Handicap" are Mr. J. B. Joel's Sun Yat and Mr. J. W. Borton's Red Finch. The latter was handicapped with a fair chance and his scratching comes as a surprise. Mr. Joel is evidently not satisfied with Sun Yat's weight, as he has also taken the horse out of the City and Suburban, Jubilee Handicap, and Liverpool Cup. Mr. S. B. Joel, however, has left Maiden Erlegh, Honeywood, and Irish Chief in the Lincolnshire, and the best of them will surely have to be reckoned with. The best of that trio, Polystrate, Gunbearer, and the lightly-weighted View Law are my favourites for the first of the Spring Handicaps. Consideration of other races can be deferred for the present.

THE VOLUNTEER RESERVES.

Promotion and Guard Arrangements.

Orders issued yesterday by Major Wakeman, Commanding H.K.V.R., state:—
Parades.—A, B, & C Companies will parade on the Cricket Ground at 5.15 p.m. on Friday, 12th. Dress Drill Order, Recruits, not yet passed out, will parade on the Cricket Ground at 5.15 p.m. on Wednesday 10th, Thursday 11th and Monday 15th. N.O. Co. class of instruction will be discontinued for the present.

Promotions.—The following promotions have been made in O. Co.—Sergeant W. Rattey to be Coy. Sergt. Major, Corp. D. T. Keith to be Sergt., LeOpt. H. G. White to be Corp., Pte. A. G. Graham to be LeOpt., Pte. J. M. Smyth to be LeOpt., to complete establishment.

Main Guard.—2 Officers and 100 rank and file of the Reserve will relieve this guard at 10 p.m. on Saturday, March 20th. The main guard will consist of the whole of B. Co., with the following exceptions:—Corp. G. O. Moxon, Pte. S. H. Doodwell, H. W. Looker, J. A. Plummer, A. Ritchie, A. M. Austin, E. Davidson, J. R. Greaves, E. V. D. Parr and J. B. L. Bowley, and in addition the following members of A. Co. will be on duty with the main guard:—Sergeant A. O. Franklin, LeOpt. G. M. R. Pies, H. M. Bain, A. Forbes, E. H. K. S. H. Dutton, K. McLennan, Sgt. W. Wright, A. Gibbs, Corp. D. Harvey, LeOpt. A. O. Oarleton, Pte. C. B. Byers, A. R. Henderson, P. Tester, R. Hunter, H. C. Sandford, A. V. Ward, J. W. Wilson, W. V. Hinton, Corp. J. H. Mc Hutcheon, Pte. F. Austin, H. F. Campbell, H. K. Holmes, A. O. Lang, J. Hyde, H. E. Scriven, U. W. Ward, F. W. White, E. P. Thursfield.

Peak Guard Mt. Austin Barracks.—1 Officer and 20 rank and file of the Reserve will relieve this guard at 10 p.m. on Saturday March 13th and remain on duty until Saturday March 20th at 7 a.m. A guard of 1 N.O. Co. and 3 men will be mounted nightly from 7 p.m. to 7 a.m. The Peak Guard will be composed of the following men:—Sergeant E. V. Michelmore, Pte. T. Arthur, A. E. Griffin, H. F. Hickman, G. W. Burton, T. E. Parr, E. J. Chapman, LeOpt. W. M. Humphreys, Pte. H. W. Bird, R. Hancock, O. Lufrenz, C. D. Malbourne, G. A. Hastings, E. A. M. Williams, LeOpt. G. M. Smith, Pte. A. G. Coppin, H. H. Hancock, W. B. Elver, W. L. Patten, P. H. Holyoak.

All members detailed for either the Main or Peak Guards must remain in uniform all day and retain their arms and ammunition by them in readiness for any sudden call to duty.

Officers on duty with Main Guard, Capt. Brutton and Lieut. Branch; with Peak Guard, Lieut. Blason; Orderly Officer, Capt. Brutton; Orderly Sergeant, Sergt. J. O. MacKay; Orderly Upl., LeOpt. O. C. Hickling.

To-day's Orders.

Main and Peak Guards.—It will be the duty of the Orderly Sergeant under the supervision of the Orderly Officer to detail the N.O. Co. and men for the various guards, giving the men as much notice as possible. Members whilst on duty are not permitted to leave the Island except to visit the Kowloon Peninsula; exception is made in the case of members resident at Taiipo. Members detailed for duty must be present unless their places are taken by other members and such substitutes must be notified to the Officer in Command of the Guard. The Q. M. Sergeant and the

Orderly Sergeant will attend at Headquarters (Kennedy Road) at 8.45 a.m. every Saturday morning for the purpose of taking over from, or handing over to, the Volunteer Corps, the premises, furniture and stores.

Company.—Rosters, &c.—In future the Company Rosters are to be kept posted by the Coy. Sgt. Major, and the O.Os. Coys. will be responsible that this is done punctually, and the books returned to Headquarters. The Sergeant Signaller will keep a Roster of the Signallers and the signalling duties they perform. It must be ready for reference when called for.

Leave.—Members should address the O. O. Companies and not the Adjutant direct. In the case of long leave being desired, application must be made 10 days before the leave is to commence. The Provost Marshal will not issue permits to leave the Colony unless the applicants produce for his inspection the passes issued to them by their Company Commanders.

Equipment.—Any member having in his possession short rifle or bayonet No. 23 or any part of the Web Equipment No. 23, is requested to communicate with the adjutant.

THE VOLUNTEERS.

Result of the Field Firing.

Corps Orders issued yesterday by Lieut-Col. A. Chapman, V.D., state:—

Joined.—Sapper A. Tipes has joined the Corps and is posted to Engineer Company.

Transfers.—Pte. W. N. Fleming and Pte. G. A. Miller from H.K.V.R. to Engineer Company. Leave.—Lieut. M. J. Breen is granted leave of absence from 9.3.15 to 9.3.16.

Field Firing 7th March, 1915.

No. of men.	Targets fired.	No. of hits.	Percentage of hits to rounds fired.
"C" Co.	H.K.V.R. 62 620 154 24.84		
No. 2 Sec.	Artillery 22 220 54 24.54		
"B" Co.	H.K.V.R. 62 620 140 22.58		
Centre Sec.	M.G. Co. 28 280 63 22.50		
Civil Service Co.	O. and Sec.		
Right Sec.	M.G. Co. 33 330 67 20.30		
"A" Co.	H.K.V.R. 61 610 105 17.38		

Provost Marshal's permits to leave the Colony.—Before calling at the Provost Marshal's Office for these, members must obtain a certificate of leave from the Corps and exhibit same to the Provost Marshal when applying for the permits.

Parades.—Parades for Wednesday, 10th instant: Units on duty at Headquarters and Mount Austin Barracks, under Officers on duty. Remainder, N.I.

Detail.—Orderly Officer, Lieut. Weall; Orderly Sergt., Corp. Lowick. To furnish Guard.—At Volunteer Headquarters: Scouts Company. At Mount Austin Barracks: No. 1 Section Artillery and Left Section M. G. Co.

To-day's Orders.—The undermentioned having joined the Corps are allotted Corps numbers and posted as follows:—No. 1781 Sapper J. McCormack to Engineer Company; No. 1768 Sapper W. Lyle to Engineer Company; No. 1769 Private W. F. A. Knapp to Left Section M. G. Co.

Weekly Reports.—O. Co. are reminded that the weekly state is required at the Orderly Room not later than 5 p.m. to-morrow.

Parades.—Parades for Thursday, 11th instant: Units on duty

LEGISLATIVE COUNCIL.

The orders of the day for to-morrow's meeting of the Legislative Council are:—

First reading of a Bill intituled An Ordinance to provide for declarations of ultimate destination in respect of goods wares and merchandise to be exported to certain places and for the furnishing of export manifests.

Committee on the Bill intituled An Ordinance to amend the Alien Enemies (Winding up) Ordinance, 1914.

THE PRIZE COURT.

Chinese Hair for Germany.

In the London Prize Court on February 1, Mr. A. B. Marten applied for the condemnation of part of the cargo of the General Steam Navigation Company's steamship Redstart, seized in the port of London, and consisting of five cases of human hair consigned originally from China to Hamburg. It was transhipped at Havre, and put on board the Redstart for London, where the Dresden Bank claimed delivery, they being instructed by their German office to effect shipment from Havre for German clients.

The President:—But banks backs don't deal in human hair. Mr. Marten said he was only explaining how the goods came to London.

There being no claim in respect of the goods, which Mr. Marten explained undoubtedly passed to a German firm, the President condemned them as prize. The value of the hair was stated to be about £250.

"Earthquake" in England.

London, Feb. 2.—Considerable excitement was experienced in the districts of Conisbrough, Denaby, and High Melton last night when shocks resembling those of an earthquake were felt. One pit, owned by the Denaby and Oadby Colliery Co., is now unworkable, owing to the great number of falls. A man was killed, and others had narrow escapes. The Hon. Mrs. Landley Wood, of Melton, had an alarming experience, being twisted round in her chair by the force of the disturbance. One of her servants was rolled out of bed by a shock. It is the general opinion that the disturbances were in the nature of an earthquake.—Globe.

at Headquarters and Mount Austin Barracks, under officers on duty. 5.00 p.m., Civil Service Co., Table "O" Machine Gun Course on Kennedy Road Range. Corp. Grimes, R.E., will attend. 5.15 p.m., No. 2 Section Artillery, 10 p.m. drill at Headquarters. Remainder, Bayonet fighting under Company Commanders.

Detail.—Orderly Officer, Lieut. Weall. Orderly Sergeant, Corp. Lowick. To furnish Guard.—At Volunteer Headquarters: 7 p.m. to-day to 7 a.m. to-morrow, Scouts Company; 7 a.m. to 7 p.m. 11th inst., Scouts Company; 7 p.m. 7 a.m. 12th inst., Scouts Company; 7 a.m. to 7 p.m. 12th inst., No. 1 Section Artillery and Left Section M. G. Co. At Mount Austin Barracks: 7 p.m. to-day to 7 a.m. to-morrow, and 7 p.m. to-morrow to 7 a.m. 12th inst., No. 1 Section Artillery and Left Section M. G. Co.

RAILWAY ACCIDENT AT STREATHAM.

Three Trains in Collision.

During the fog which hung over London on January 23, a railway accident, involving three trains, occurred on the London, Brighton, and South Coast Railway between the Streatham-common and Norbury stations. One man, an engine driver, was killed while trying to warn the driver of an approaching train of the danger in front of him.

There are sidings for goods trains between the Streatham-common and Norbury stations, and it was the failure of a goods train to enter the siding for which it was making that caused the accident. The goods train left

Streatham-common Station shortly after half-past 12 o'clock, and was shunted along the main up line. When the siding was reached, the points must have been closed, for, instead of branching off, the goods train proceeded along the main up line. The engine driver realised at once that a mistake had been made and stopped the train. The guard went to the nearest signal-box to give warning, but before anything could be done the express train which left Brighton for London at 9.45

entered into the goods train, derailing two of its trucks. The Brighton express was going comparatively slowly, and though they were somewhat shaken by the collision, none of the passengers were injured. The two trucks of the goods train which were derailed fell upon the main down line. The driver of the goods train, whose name was Biggitt, seeing the obstruction, set off to place detonators upon the line as a warning to the driver of the next train on the down line. Unfortunately he was too late, for the train leaving Victoria Station at five minutes past 12 for East Grinstead ran into the obstruction on the down line, and a piece of timber struck Biggitt on the head, killing him instantly. The East Grinstead train fared badly. The engine was overturned, the front brake van was partially telescoped, and another coach was badly damaged. The engine driver and fireman had a narrow escape, but they were both able to jump to a place of safety as the engine overturned.

The passengers in the trains involved in the accident were exceptionally fortunate. Both trains were travelling comparatively slowly, and none of the coaches in which passengers were travelling left the line. Only one man complained of serious injuries, and they were caused by his jumping from the railway carriage to the ground after the collision. One of his legs was hurt, but after receiving medical attention he was able to travel to his home. It was fortunate that none of the coaches of the passenger train was overturned, as at this point the line runs along an embankment, down which they might have been thrown.

In the fog the scene after the accident was a very desolate one. Wreckage of the trains was scattered over both the main line. A large standard carrying the overhead wires which had been placed in position in preparation for the electrification of the line was knocked down and dragged down the wires with it. The snow which covered the line considerably hampered the work of the men who, accompanied by large cranes, quickly arrived at Streatham-common to clear away the wreckage. It was early in the morning before the line was clear again, but no great inconvenience was caused, as traffic was diverted to the Crystal Palace route and the London Bridge. Trains were running as usual.

Hongkong Dividend.—The directors of the Shanghai and Hongkong Wharf Co., Ltd., will recommend at the annual meeting to be held on 18th inst. the payment of a dividend of 15s. per share for the year 1914.

P. C. Goucher's Condition.—P. C. Goucher, who is in hospital suffering from the wounds inflicted by the tiger on Monday, is reported to be just about the same, not having shown much improvement since yesterday, though he holds his own. Money-Changer Robbed.—Shum Yuen Jacob, a money-changer, has reported to the Police that while he was standing outside a money-changer shop in Queen's Road, someone stole from his pocket \$500 in notes.

IN YOKOHAMA.

The Deportation of German Residents.

Four German residents in Yokohama have received orders from the Japanese Government to leave the country within a week, says the Japan Chronicle of February 17. The persons concerned are Mr. G. Boden, manager of the Yokohama branch of the Deutsche Asiatische Bank, and for many years in charge of the Kobe agency of that concern, Dr. Kanze, at one time connected with the Japan Herald (which with the Deutsche Japan Post was suppressed last autumn), and said to be correspondent for the Koelnische Zeitung, Mr. Eichelberg, chief brewer in the Kirin Beer Company, and Mr. Schlag (said to be a visitor to Japan).

About a week ago reports were published in the Japanese papers for the effect that Dr. Kanze had come under suspicion, and was to be deported for communicating with Mr. Ostwald in Peking and disclosing certain military secrets. What truth there was in these reports we cannot say; the only official information so far available is contained in a statement by the Chief of Police in Kanagawa Prefecture, who is quoted in the Asahi to the following effect:—

The Deutsche Asiatische Bank is a concern which is conducted under the protection of the German Government, and is unable to disassociate itself from the Government. Since the German Consulate in Yokohama was closed, on the breaking-off of relations with Germany the Yokohama branch of the Dutch Asiatische Bank has been in close touch with the German Government, and communications have been exchanged between the Bank and the Government on every occasion when anything important has happened. In other words, it has been felt that the German Bank in Yokohama was practically the German Consulate. It is for this reason that the manager of the Bank, Mr. Boden, has been ordered to leave the country. Dr. Kanze, since the outbreak of war, has continued to send information to the Koelnische Zeitung, describing certain facts in connection with the internal situation in Japan, and for this has been ordered to be deported. Mr. Eichelberg left Yokohama after the outbreak of war for America, with the avowed object of returning to Germany, but for some reason returned to this country, and has since been living in Yokohama. Mr. Schlag was formerly an engineer in a shipbuilding yard at Tsingtau. When the war broke out he went to Shanghai and about the end of August left that port, saying that he was going to America. He came as far as Japan, but went no further, and stayed in Yokohama. There is reason to believe that all the persons have acted contrary to the interests of Japan and in the interests of Germany, hence the order for their deportation.

London, Feb. 2.—Considerable excitement was experienced in the districts of Conisbrough, Denaby, and High Melton last night when shocks resembling those of an earthquake were felt. One pit, owned by the Denaby and Oadby Colliery Co., is now unworkable, owing to the great number of falls. A man was killed, and others had narrow escapes. The Hon. Mrs. Landley Wood, of Melton, had an alarming experience, being twisted round in her chair by the force of the disturbance. One of her servants was rolled out of bed by a shock. It is the general opinion that the disturbances were in the nature of an earthquake.—Globe.

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PUBLIC COMPANIES

CHINA SUGAR REFINING
CO., LTD.

NOTICE.

The Thirty-Seventh Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on Wednesday, the 24th March at noon for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1914.

The Transfer Books of the Company will be closed from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, 4th March, 1915.

LUZON SUGAR REFINING
CO., LTD.

NOTICE.

The Thirty-Third Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on Wednesday the 24th March at 12.15 p.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1914.

The Transfer Books of the Company will be closed from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, 4th March, 1915.

THE CHINA FIRE INSURANCE
CO., Ltd.

The Forty-Sixth Meeting of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 25th March, 1915, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th March, both days inclusive.

By Order of the Board of Directors.
C. PEMBERTON,
Secretary.
Hongkong, 4th March, 1915.

HONGKONG FIRE INSURANCE
CO., LTD.

NOTICE TO SHAREHOLDERS.

The Forty-Sixth Ordinary Meeting of Shareholders will be held at the Offices of the undersigned at 12.30 p.m. on Thursday, the 18th instant.

The Transfer Books of the Company will be closed from the 4th to the 18th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Managers,
Hongkong Fire Insurance
Co., Ltd.
Hongkong, 1st March, 1915.

NOTICES.

ST. JOHN'S CATHEDRAL.

ORGAN
RECITALMONDAY, MARCH 15TH,
AT 5.30 P.M.

Don't forget after the Show
upper, and Light Refreshments
AT THE CAFE.
Tel. 711. M. Anst.

ENTERTAINMENTS.

THEATRE ROYAL.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G.

"THE QUANTS"

LAST FOUR NIGHTS I TO-NIGHT!
LAST FOUR NIGHTS I TO-NIGHT!!

(WEDNESDAY), MARCH 10th.

LAST NIGHT of the THIRD PROGRAMME.

THURSDAY—The Quants' Famous FIRST PROGRAMME.

FRIDAY—The Quants' "SELECTION" PROGRAMME.

SATURDAY AFTERNOON—MATINEE at 3.30 p.m.
(Special Prices).

SATURDAY NIGHT—

The Quants' REQUEST PROGRAMME.

Plans now open at MOUTRIE'S.

THEATRE ROYAL,
HONGKONG.SATURDAY, APRIL 3RD,
AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and
Commodore Anstruther, C.M.G.

Special programme by well-known local artists, concluding with an
amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.

PRICES AS USUAL.

Booking at MOUTRIE'S.

PERFORMANCES OF A CHARMING
OPERA

Will be given at the French Convent, by the Children,

on

WEDNESDAY, March 17th, at 4 p.m.

FRIDAY, March 19th, at 6 p.m.

SATURDAY, March 20th, at 6 p.m.

IN AID OF THE VICTIMS OF THE WAR.

Admission, Children 30 cents, Adults \$1.

VICTORIA THEATRE.

TUESDAY, 9th March,

The Exciting & Thrilling Film

REDEMPTION OF WHITE HAWK

in 2 Parts—Length 2,000 Feet.

Pathe's Picture.

DESPERATE STRATAGEM.

Pathe's New War Films.

LOOK OUT FOR ROCAMBOLE.

The Russian Gipsy Singer.

EMILIA SOCOLSKA.

FOR TWO NIGHTS ONLY.

BIJOU SCENIC THEATRE.

TO-NIGHT!

The great sensational dramatic subject

"THE REVENGE"

in 3 Parts—Length 5,000 Feet.

"THE BLOOD VENGEANCE" drama.

"MERRY PIMPLE FEELS COLD" great comic, etc., etc.

Commencing from Wednesday, 10th March,

every evening at 9.15.

An ORCHESTRA will be in attendance, and at the

Wednesday & Saturday MATINEES.

OFFICIAL MARKET PRICES

Hongkong, February 19, 1915.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, —Mai Lung Pa	lb. 19
" Corned, —Ham Ngau Yau	19
" Roast, —Shin	17
" Breast, —Ngau Lam	15
" Soup, —Tong Yau	15
" Steak, —Ngau Yau Pa	30
" do., —Sirloin—Ngau Lau	30
" Sausages, —Ngau Cheung	24
Bollock's Brains, —No	per set 10
" Tongue, fresh, —Ngau Li	each 60
" corned, —Ham Ngau Li	1.00
" Head, —Ngau Tau	lb. 14
" Heart, —Ngau Sum	20
" Hump, Salt, —Ngau Kin	each 11
" Feet, —Ngau Keuk	11
" Kidneys, —Ngau Yau	18
" Tail, —Ngau Mei	13
" Liver, —Ngau Kon	6
" Tripe (undressed), —Ngau To	set \$1.00
Calves' Head & Feet, —Ngau-tai-tau-keuk	lb. 25
Mutton Chop, —Yeung Pei Kwat	25
" Leg, —Yeung Pei	27
" Shoulder, —Yeung Shau	27
" Saddle, —	27
Pigs' Chittlings, —Chu Chong	per set 24
" Brains, —Chu No	lb. 13
" Feet, —Chu Keuk	15
" Fry, —Chu Chap	16
" Head, —Chu Tau	each 11
" Heart, —Chu Sam	18
" Kidneys, —Chu Yau	lb. 28
" Liver, —Chu Kon	24
" Fat or Lard, —Chu Yau	20
Sheep's Head and Feet, —Yeung Tau Keuk	set 60
" Heart, —Yeung Sam	each 8
" Kidneys, —Yeung Yau	12
" Liver, —Yeung Kon	lb. 26
Sucking Pigs, to order, —Chu Tsai	20
" Suet, Beef, —Shang Ngau Yau	26
" Mutton, —Shang Yeung Yau	19
" Veal, —Ngau Tsai Yau	20
" Sausages, —Ngau Tsai Cheung	20
" Lard, —Chu Yau	20

POULTRY.

Chicken, —Kai Tsai	lb. 30
Capons, Large, Small, —Sin Kai	30
Ducks, —Ap	20
Doves, —Pan Kau	18
Eggs, Hen, —Kai Tan (cooking)	per doz 20
Fowls, Canton, —Kai	lb. 34
" Hainan, —Hoi Nam Kai	30
" Goose, —Ngo	24
Pigeons, Canton, —Pak Kap	each 28
" Hoihow, —Hoi How Pak Kap	25
Snipe, —Sha Tsai	each 20
Turkeys, Cock, —Fo Kai Kung	lb. 60
" Hen, —Na	45

FISH.

Barbel, —Ka Yu	lb. 18
Bream, —Pin Yu	18
Canton Fresh Water Fish, —Hoi Sin Yu	15
Carp, —Li Yu	20
Catfish, —Chik Yu	12
Codfish, —Mun Yu	14
Crabs, —Hoi	26
Cuttle Fish, —Muk Yu	16
Dab, —Sha Mang Yu	12
Dace, —Wong Mei Lap	13
Dog Fish, —Tit To Sha	10
Eels, Conger, —Hoi Man	13
" Fresh water, —Tam Sui Yu	18
" Yellow, —Wong Sin	32
Frogs, —Tin Kai	33
Garoupa, —Shek Pan	40
Gudgeon, —Pak Kap Yu	16
Harrings, —Tao Pak	20
Halibut, —Cheung Kwan Kap	20
Labrus, —Wong Fa Yu	18
Loach, —Wu Yu	28
Lobsters, —Lung Ha	28
Mackerel, —Chi Yu	20
Monk Fish, —Mong Yu	32
Mclet, —Chai Yu	16
Oysters, —Shang Ho	22
Parrot Fish, —Kai Kung Yu	12
Parch, —Tan Lo	18
Pike, —Fa Pau Kong	16
Plaice, —Pan Yu	15
Pomfret, Black, —Hak Chong	26
Pomfret, White, —Pak Chong	28
Prawns, —Ming Ha	30
Roy, —Pai Pa Sha	18
Rook Fish, —Shek Kiu Kung	15
Roach, —Chun Yu	30
Salmon, —Ma Yau	7
Shark, —Sha Yu	8
Skate, —Po Yu	25
Shrimps, —Ha	28
Snapper, —Lap Yu	26
Soles, —Tat Sha Yu	18
Tench, —Wan Yu	18
Turbot, —Cho How Yu	13
Turtles, small, fresh water, —Keuk Yu	60

FRUITS.

Almonds, —Hang Yan	lb. 35
Apples (California), —Kam Shan Ping Khe	18
" (Ohio), —Tie Chun Ping Khe	18
" Small, —Hoi Tong	18
Bananas, fragrant, Canton, —San Shing Heng Chiu	lb. 12
" (Hides), —Macao, —San Heng Chiu	12
Chestnuts, Chinese, —Fong Lut	12

肉食

Coronuts, —Yeung To	each 12
Cosonuts, —Ye To	lb. 30
Grapes, —Po Tai Tsu	10
Lemons, China, —Ling Mang	10
" America, —Kam Shan Ling Mang	10
Lichees Dried, —Lai Chi, small Stone	lb. 28
" Fresh, —	8
Oranges, (Canton), —Shan-shang Tim Ohing	5
" Sweet, —	8
Pears, (American), —K'm San Shoo Lay	10
" (Canton), —She Li	10
Peanuts, —Fa Shang	10
Persimmons Large, —Hung Tsu	10
Pine-apples, 1st quality, —Pun Ti Po Lo	each 10
" 2nd, —Chung-tang Po Lo	10
Plantain, —Tai Chiu	10
Plums, —Swatow, Hung Lai	10
Pumelo, Siam, —Chim Lo Yau	each 14
" Shanghai, —Lo Kwai	10
Walnuts, —Hop To	15
" Green, —Sang Hop Tuo	15
Water Melon, —(Am.) Kom-San Sai Kwa	each 10

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb. 8
" Cheuk	8
Beans, (French), Macao, —Oh Moon Pin Tau	8
" (French) Shanghai, —Sheung Hai Pin	8
" Sprout, —Ah Choi	10
" Long, —Tau Kok	10
Beet Root, —Hung Choi Tau	each 8
Bitter Squash, —Fu Kwa	8
Brinjals, Green, —Ching Yuen Kwa	8
" Red, —Hung Ke	8
Cabbage, Chinese, (common), —Ka Tsui	lb. 10
Cabbage, Shanghai, —Ye Tsui	14
Cane Shoots, bunch, —Kau Shun	8
Carrots, —Kam Shun	lb. 8
Celery, Chinese, —Tong Kan Tsui	8
Chillies Dried, —Kon Lap Chiu	25
" Red, —Hung Fa Chiu	10
" Green, —Ching Lap Chiu	10
Curry Stuff, English, —Ka Li Chiu Liu	10
Cucumbers, —Ching Kwa	each 2
Garlic, —San Tau	lb. 8
Ginger, young, —Sun Tse Keung	8
" old, —Lo Keung	9
Horae Radish, Shanghai, —Lik Kan	12
Indian Corn, —Suk Mai	each 1
Lettuces, —Yeung Shang Tsui	1
Water Chestnuts, —Ma Tai	lb. 6
" Mandarin, —Kwai Lam Ma Tai	8
Mushrooms, Fresh, —Shang Cho Ko	35
Musk Melon, Amer., —Kam-san Hong Kwa	each 1
Okros, —	15
Onions Bombay, —Yeung Chong Tau	8
" Green, —Shang Chong	8
" Shanghai, —Sheung-hoi Chong Tau	7
Parsley, —Kun Tsai	lb. 8
Green Peas, —Ching Tau	lb. 1
Potatoes, Sweet, —Fan Shu	3
" Shanghai, —Sheung-hoi Shu Tsai	3
" Japan, —Yut Fan Shu Tsai	3
" American, —Fa Ki Shu Tsai	8
" Foochow, —Fook-chow Shu Tsai	3
Pumpkin, —Tong Kwa	3
Radish, —Hung Lo Pak Tsai	5
Rhubarb (Fresh), —Tai Wong	1
Sage, —Tse So	1
Shallots, —Kon Ching Tau	8
Spinach, —Yin Tsai	5
Tomatoes, —Fan Ke	6
Taro, —Wu Tau	6
Turnips, Panti, (Long), —Lo Pak	4
" English, —Yeung Lo Pak	4
Vegetable Marrow, —Chit Kwa	4
" (American), —Kam-san Chit Kwa	12
Water Cress, —Sai Yeung Tsui	6
" Lily root, —Lin Ngau	6
Yams, —Ta Shu	6
" English, —Yeung Kan Choi	1

海鮮

The above prices are in accordance with the Government's list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:

1. Flour:—

(a.) Highest Grade, per bag of 50 lbs.,	\$4.50
per lb.,	10
(b.) Second Grade, per bag of 50 lbs.,	4.00
per lb.,	08
(c.) Third Grade, per bag of 50 lbs.,	3.50
per lb.,	07

2. Tinned Milk:—

(a.) Sweetened Condensed Milk, per 1 lb. tin,	30
(b.) Unsweetened Condensed Milk, per 1 lb. tin,	25
(c.) Sterilized Milk, per tin, (18 oz.),	25
(d.) Sterilized Milk, per 1 litre tin,	35
(e.) Eagle Brand, per 1 lb. tin,	33
(f.) Skimmed Milk, per 1 lb. tin,	20

3. Sugar:—

Cube, (in 6 lb. tins), per tin,	1.15
Refined Crystallized, per lb.,	12
Granulated, per lb.,	12
Soft, No. 1 quality, per lb.,	12
" No. 2	11

4. Frozen Meat:—

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]

5. Market Produce:—(See above)

6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 26th July, 1914.

Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$3 in value (excepting the articles enumerated in clause 5 in Proclamation No. 18 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an additional charge of 15 per cent.

Commercial.

Gold on China.
A financial contemporary has the following note:—A development of some significance at the present time is the arrangement under which the Guaranty Trust Company of New York is importing \$3,000,000 of gold from China. Besides being the first time in history that any American local banking house has imported gold directly from China, the deal is believed to portend the beginning of a movement for the establishment of "dollar exchange" on a broad basis as a direct outcome of the war in Europe. As a matter of fact, practice merchants in China who purchase American products such as cotton and flour usually pay in sterling by drafts drawn on London, Paris, or Berlin banks. Since the outbreak of the war, with the consequent disturbances in the European Money Markets, many business concerns in China and Japan, in common with merchants in all other parts of the world, have found it desirable to open credits with American banking institutions. With the purchase of large quantities of merchandise by Chinese merchants, a debit balance has been created in favour of the London branch of the Trust Company.

Trade Nearly Normal in Borneo.
Consul George M. Hanson, Sandakan, writes:—
Trade conditions in British North Borneo are rapidly getting back to normal, although the rate of exchange is still high. Transportation facilities, which before the outbreak of war were monopolized by one company, now are furnished by two steamer lines from Singapore and one from Hongkong. The service from Singapore, connecting with European mails, is weekly and the Hongkong schedule is monthly. The prices received for native products, such as crude rubber and tobacco, are very low, but no failures have been recorded. In consequence of the war the exportation of rubber has been partly diverted from Europe to the United States. All timber products still go to Hongkong, where the market is permanent and steady. Trade locally is not suffering, though more or less depression is noticeable. Prices of most commodities advanced when the original steamer schedule was abandoned, but a drop followed when the new transportation service was established, and now they are practically back to the old level, with the exception of sugar and flour. The market here depends entirely on conditions in Singapore; the city is the great clearing house for Borneo, as practically all exports except timber are sent there and all imports are transhipped there. Commercially, Borneo is not much more than a sub-station for Singapore; business houses here are, for the most part, branches of parent houses located in Singapore and all imports come through the parent houses. For that reason there is little independent buying by Borneo firms. Very few firms in this extensive region order goods independently from manufacturers. Singapore is a free port, and its wholesalers and warehousemen, who buy in large quantities and handle immense stocks, can supply the Borneo trade at very reasonable prices. As a rule prices in Singapore compare favourably with those of London, after adding a small profit and the cost of transportation. If American exporters would secure a good share of the trade not only of Borneo but of the Malay States and neighbouring islands, more attention should be paid to selecting agents and establishing connections in Singapore. The value of this suggestion may become more apparent when it is understood that all goods for the Malay States, Borneo, the Southern Philippines, the Dutch Indies, and neighbouring islands—with a population of more than 100,000,000—are transhipped at Singapore. As long as it is to the advantage of local business houses to buy near at hand where prompt delivery follows, there is little chance for the sale of goods by catalogue when delivery cannot be expected under four months. The only American products sold here that do not come by way of Singapore are kerosene and flour; they are shipped via Hongkong.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914.		1914.		1915.		1915.		Last Dividend and Date
					Highest	Lowest	Highest	Lowest	Highest	Lowest			
Banks.													
H'kong & Shanghai Banking Corp.	{ \$800 s. £76/-	12,000	\$125	all	855	July	700	Oct.	800	800	{ £2 3/- & 5/- bonus at ex 1/9 1/4 equal to \$27.27 for 1/2 year ending 31/12/14		
Marine Insurance.													
Canton Insurance Office, Ltd.	357 1/4	10,000	\$50	50	350	Dec.	305	Oct.	357 1/4	357 1/4	{ Final of \$3 a/c 1912. Interim of \$18 a/c 1913.		
North China Ins. Co., Ltd.	160 b	10,000	£15	5	145	May	138	Jan.	160	160	{ Final of 10 p.c. making 20 p.c. for 1912		
Union Ins. Society of Canton, Ltd.	\$830 sa	2,400	\$250	100	847 1/2	April	700	Oct.	\$830	\$830	{ Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913		
Yangtze Ins. Assoc. Ltd.	\$235 b	12,000	\$100	60	20	April	192 1/2	Jan.	235	235	{ Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913		
Fire Insurance.													
China Fire Ins. Co., Ltd.	\$147 1/4 a	20,000	\$100	20	160	July	140	Oct.	150	147 1/4	{ \$10 for 1912		
H'kong Fire Ins. Co., Ltd.	\$397 1/2 b	8,000	\$250	50	395	Feb.	368	April	397 1/2	395	{ \$27 for 1912		
Shipping.													
China & Manila S.S. Co., Ltd.	\$7 b	30,000	\$25	all	10	Jan.	5 1/4	Dec.	7	6 1/4	{ \$1 for 1906		
Douglas Steamship Co., Ltd.	\$29 s	20,000	\$50	all	36	Mar.	27 1/2	Nov.	29	29	{ \$3 for year ending 30/6/14		
Hongkong, C. & M.S.S. Co., Ltd.	\$22 s	80,000	£15	all	29 1/4	Jan.	22	Dec.	22	22	{ Final of 40 cts. making 90 cts for year ending 31/12/14		
Indo-China Steam Navigation Co., Ltd.	\$77 sa b	{ 60,000 £5 } { 60,000 }	£5	all	79	Jan.	50	Sept.	77	77	{ Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913		
Shell Transport & Trading Co., Ltd.	\$89 1/2 sa	1,797,610	£1	all	106 1/2	Feb.	70 1/2	Sept.	88 1/2	87 1/2	{ Interim of 1 1/4 a/c 1914. No. 23		
Star Ferry Company, Ltd.	\$36 sa	40,000	\$10	all	49	Mar.	40	Nov.	37	36	{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/14		
Refineries.													
China Sugar Refining Co., Ltd.	\$110 b	20,000	\$100	all	96 1/2	Feb.	70	Nov.	111	110	{ \$3 for 1912		
Luzon Sugar Refining Co., Ltd.	\$19 sa b	7,000	\$100	all	31	Jan.	17	Dec.	19	19	{ \$3 for 1897		
Mining.													
Kailan Mining Administration.	32/- a	1,000,000	£1	all	4 1/2	Feb.	33 1/2	Dec.	32/-	32/-	{ Final of 5% Coupon No. 4. making 10% for year ending 30/6/14		
Raub Australian Gold Mining Co., Ltd.	\$34 b	200,000	£1	all	3 1/2	Jan.	1 90	Nov.	3 1/2	3 1/2	{ 1/2 for 1909		
Trench Mines Ltd.	31/-	160,000	£1	all	39/-	Feb.	19 1/2	Nov.	31/-	27 1/2	{ 1/- mak. 7/6 a/c 1913		
Docks, Wharves and Godowns &c.													
Hongkong & W.K. & G. Co., Ltd.	\$66 1/2 sa	60,000	\$50	all	89	Jan.	73	Nov.	86 1/2	85 1/2	{ \$3.50 for year 1913		
H'kong & W'pea D. Co., Ltd.	\$57 sa b	50,000	\$50	all	77	Jan.	53	Oct.	57	57	{ \$3 dividend for year 1913		
S'hai Dock & Eng. Co., Ltd.	53 b	55,700	t. 100	all	60	July	50	Dec.	53	52	{ Tls. 5 for 1913		
S'hai & H'kew W. Co., Ltd.	52 1/2 b	66,000	t. 100	all	109	Jan.	82 1/2	Dec.	92 1/2	92 1/2	{ Interim of Tls 3 for 1913		
Lands, Hotels and Buildings.													
Anglo French Lands	194	25,000	t. 100	t. 100	128	July	120	Dec.	120	119	{ Tls. 6 on 29.2.10		
H'kong Hotel Co., Ltd.	\$119 s	12,000	\$50	50	128	July	120	Dec.	120	119	{ \$2.50 for half year ending 31/12/14		
H'kong Land Investment Co.	\$110	50,000	\$100	all	117 1/2	July	98	Nov.	110	110	{ \$3 for year ending 31/12/14		
H'phreys Estate & F. Co., Ltd.	\$61 sa	150,000	\$10	all	94	Jan.	77	Nov.	64	64	{ 45 cents for year 1914		
K'loon Land & Building Co., Ltd.	\$41	60,000	\$50	50	45 1/2	Jan.	44	Feb.	41	41	{ \$3 for 1914		
Shanghai Lands	t. 107	78,000	t. 50	all	98	Dec.	89	Oct.	107	107	{ Interim of 5 p.c. for year end's 30.6.13		
West Point Building Co., Ltd.	\$68 1/2	12,500	\$50	all	73	June	66	Feb.	68 1/2	68 1/2	{ \$2.25 for half year ending 31.12.14		
H'kong Central Estates	\$95	10,000	\$100	all	73	June	66	Feb.	68 1/2	68 1/2	{ \$4.09 for 7 months ending 31.12.14		
Cotton Mills.													
Ewo Cotton S. & W. Co., Ltd.	t. 136 b	20,000	t. 50	all	138	July	125	May	136	136	{ Tls. 12 for year ending 31/10/14		
Hongkong Cotton Co.	\$63 1/2	125,000	\$10	all	84 1/2	Mar.	7	June	84	84	{ 50 cents 31/7/08		
Kung Yik	124 b	75,000	t. 10	all	144	Jan.	11	Mar.	124	12	{ Tls. 1.20 for year ending 30/11/14		
Laui Kung Mow	86 b	8,000	t. 100	all	110	Feb.	70	May	86	84	{ Tls. 12 for 1913		
Shanghai Cottons	t. 89 b	40,000	t. 50	all	135	Feb.	70	Nov.	89	89	{ Tls. 10 for year ending 30/6/13		
Miscellaneous.													
China Borneo Company, Ltd.	\$11 s	60,000	\$12	all	12	May	10	Dec.	11	11	{ \$1.20 for 1913		
China Light & Power Co., Ltd.	\$4 s	50,000	\$5	all	4.90	July	4	April	4	4	{ 6% for year ending 28.2.06		
Do. (Spec. shares)		50,000	\$1	all	9	Jan.	7	Nov.	7 1/4	7 1/4	{ 70 cts. for 1914.		
China Prov. L. & M. Co., Ltd.	7 1/4	200,000	\$10	all	39	June	35	Aug.	36	34	{ \$1.50 for year ending 31/7/14		
Dairy Farm Company, Ltd.	\$34 b	40,000	7 1/2	all	6.90	Jan.	5	Dec.	5.40	5 1/4	{ 40 cts. for 1911.		
Green Island Cement Co., Ltd.	5 1/4	400,000	\$10	all	49	Jan.	36	Nov.	42	42	{ \$1.80 per share for 1913		
Hongkong Electric Co., Ltd.	\$42	90,000	\$70	all	217 1/2	July	174	Dec.	190	190	{ Interim of \$2 1/2 a/c 1914		
Hongkong Ice Company, Ltd.	\$190	6,000	\$25	all	25	June	22	Apr.	26	26	{ \$2 for 1913		
Hongkong Rope Mfg. Co., Ltd.	\$26	60,000	\$10	all	13 1/2	July	7 1/2	Feb.	5.20	5.15	{ Final div. of 6d. making 7 1/2 p/c share for 1913		
Hongkong Tramway Co., Ltd.	5.15	325,000	5/-	all	64 1/2	Mar.	28	Dec.	39	39	{ Interim of T. 1 making T. 2 a/c 1913		
Langkats	t. 39 b	250,000	g. 10	all	10 1/4	Jan.	9 1/4	June	10	10	{ 80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30.4.14		
Peak Tramway Co., Ltd. (Old)	\$10	25,000	\$10	all	93	Jan.	75	Dec.	\$1	\$1	{ None		
Do (New)	\$1	50,000	\$10	all	93	Jan.	75	Dec.	\$1	\$1	{ \$1.50 for 1910.		
Philippines Ltd.	\$5	75,000	\$10	all	10				5	5	{ 35 cts. for year ending 31/5/14		
H. Price & Co., Ltd.	\$5	13,200	\$50	all	10				20	20	{ \$1.00. per share for year ending 31.12.1914		
Societes des Pulpes et Papiereries du Tonkin	\$20	20,000	\$5	all	5.00	June	4	Nov.	4	4	{ 70 cts. for 1913		
Steam Laundry Co., Ltd.	\$4 s	50,000	\$10	all	22 1/4	Feb.	17	Jan.	18	17	{ 50 cts. on old shares and 25 cts. on new shares for year ending 30.6.14		
Union Water-boat Co., Ltd.	\$18 sa	90,000	\$10	all	8 1/2	April	6.90	Dec.	7	7	{ \$1. Interim a/c year 31.8.14		
Watson and Co., Ltd.	\$7 s	2 1/2	\$7	all	9 1/2	Jan.	6 1/2	Dec.	6 1/2	6 1/2	{		
William Powell Limited.	\$6 1/2 s	6,000	\$25	all	30	June	92	Dec.	29	29	{		
S. C. Morning Post	\$29 b	6,000	\$25	all	30	June	92	Dec.	29	29	{		

WRIGHT & HORNBY.

Share and General Brokers.

6, Des Voeux Road Central. Tel. address, Rectitude.

CORRECTED TO MON. MAR. 10, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

T/T Selling	1/956	Demand India	135 1/2	T/T France	227 1/2	6 m/s. do	243 1/2
Demand	1/9 11/16	T/T Bombay	135 1/2	Demand Paris	228	Gold Leaf per tael	\$56.70
30 d/s	1/934	Demand Bombay	135 1/2	On Haiphong	7 1/4 % prem	Sovereign	\$10.70 nom.
60 d/s	1/9 13/16	T/T Calcutta	135 1/2	On Saigon	7 1/4 %	Bar Silver, ready	23 9/16
4 m/s	1/936	Demand Calcutta	135 1/2	On Bangkok	85 1/2	forward	
T/T Shanghai	78	Demand Manila	89	Buying			
Private 30 d/s sight	77 1/4	T/T San F'co & N.Y. 43	89	4 m/s. L/C	1/1034		
T/T Singapore	89	Demand, New York 43 5/8	89	4 m/s. D/P	1/1034		
T/T Japan	89	T/T Java	109 1/2	6 m/s. L/C	1/1034		
T/T India	135 1/2	T/T Marks	Nom.	30 d/s S'ney & M.	1/1034		
		Demand Germany		30 d/s San F'co & N.Y. 45	1/1034		
				4 m/s. Marks	Nom.		
				4 m/s. France	238 1/4		

10th March.

SUBSIDIARY COINS.

Chinese	20 cts. pieces	\$21 1/4
Chinese	10	\$21 5/8
Hongkong	20 cts. pieces	\$15 3/8
Hongkong	10	\$15 3/4

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES:
BOMBAY. LONDON.
CALCUTTA. MANILA.
CANTON. PANAMA.
CEBU. PEKING.
COLON. SAN FRANCISCO.
HANKOW. SHANGHAI.
HONGKONG. SINGAPORE.
KOBE. YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,060,000

(U.S. Gold) \$7,310,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000
Head Office—YOKOHAMA.

Branches: Amoy, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at: Nagasaki, New York, Peking, Rangoon, San Francisco, Siam, Tientsin, Tokyo, Yokohama.

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be ascertained on application.
EISHI ONO, Manager.
Hongkong, 17th October, 1914.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & CO. General Managers.
Hongkong, 19th March, 1908

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.		SUNDAYS.	
7.00 A.M. to 10.00 A.M.	Every 15 Min.	7.45 A.M. to 10.00 A.M.	Every 15 Min.
10.00 A.M. to 12.00 A.M.	" " " "	10.00 A.M. to 12.00 A.M.	" " " "
12.00 A.M. to 2.00 P.M.	" " " "	12.00 A.M. to 2.00 P.M.	" " " "
2.00 P.M. to 4.00 P.M.	" " " "	2.00 P.M. to 4.00 P.M.	" " " "
4.00 P.M. to 6.00 P.M.	" " " "	4.00 P.M. to 6.00 P.M.	" " " "
6.00 P.M. to 8.00 P.M.	" " " "	6.00 P.M. to 8.00 P.M.	" " " "
8.00 P.M. to 10.00 P.M.	" " " "	8.00 P.M. to 10.00 P.M.	" " " "
10.00 P.M. to 11.00 P.M.	" " " "	10.00 P.M. to 11.00 P.M.	" " " "
11.00 P.M. to 12.00 A.M.	" " " "	11.00 P.M. to 12.00 A.M.	" " " "

NIGHT CARS:
6.45 P.M. and 9.15 P.M. to 11.00 P.M. every half hour.
11.00 P.M. to 12.00 A.M. every quarter of an hour.
SUNDAYS:
7.45 A.M. to 10.00 A.M. Every 15 Min.
10.00 A.M. to 12.00 A.M. " " " "
12.00 A.M. to 2.00 P.M. " " " "
2.00 P.M. to 4.00 P.M. " " " "
4.00 P.M. to 6.00 P.M. " " " "
6.00 P.M. to 8.00 P.M. " " " "
8.00 P.M. to 10.00 P.M. " " " "
10.00 P.M. to 11.00 P.M. " " " "
11.00 P.M. to 12.00 A.M. " " " "

CHEAP SALE.

The undersigned, who are giving up business, are now sacrificing all goods.
Special terms for large quantities. Come soon to avoid disappointment.
The following are a few lines carried:
Tweed, Serges, Woollen Vests and Drawers, Woollen Socks, Felt and Tweed Hats, Panama Hats, Dress and Fancy Shirts, Boots and Shoes, etc., etc.
WING FAT CHEONG, High Class Tailor,
24, Des Voeux Road Central.

SINGON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Castings. General Storekeepers and Shipchangers. Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No

ENGINEERING IN DIFFICULTIES.

What Chinese Patience Can Effect.

In the spring of 1913, says the *North China Daily News*, there arrived in Shanghai from Singapore an old steamer called the *Teresa*. The voyage from the south was somewhat of an achievement, for the vessel had lain idle for many months and was condemned to the scrap heap; but an enterprising Chinese merchant conceived a better fate for her, had the vessel patched up, and got together an intrepid crew for the journey to Shanghai, which journey was successfully accomplished, with a useful cargo of hardwood. After this had been discharged, the *Teresa* was handed to her new owner, Mr. Tong Yue.

For many months she lay at moorings alongside a primitive Chinese repairing slip on the Pootung side of the river, opposite the Dong Chong Oil Mill, and the time was occupied in removing dock gear and houses, and such other alterations were made as would fit the vessel for the usual type of native trade, her cargo and passenger carrying capacity being much increased. The hull and boilers were in an extremely dilapidated state, but with the roughest of tools and conveniences, and under conditions which most foreign engineers, if not all, would have considered impossible, both hull and boiler were repaired, the boiler being renewed piecemeal without being taken out.

At this period it became necessary to dock the ship, and as the Chinese engineers were determined to complete her renovation themselves, they decided to construct a dock—there being no Chinese-owned dry-dock in Shanghai—rather than place the work in the hands of one of the foreign dock companies for completion.

Accordingly, a mud dock was constructed alongside the Ping An Steamship Co.'s premises near the Arsenal, and the entrance to the dock was closed up by a cofferdam. The cofferdam was removed when the ship was docked, and afterwards replaced, several weeks being occupied in this operation. The water was then pumped from the dock and repairs to the bottom of the ship proceeded.

Whilst these were in progress, attention was given to the dock entrance, and a complete and efficient caisson built inside the cofferdam, the latter being finally removed as soon as the caisson was finished. Its removal was a long and tedious undertaking, owing to the length of time it had remained undisturbed.

The transformed *Teresa*, now "almost as good as new" was then brought out and quickly put into commission once more, after having been nearly two years under repairs, and rescued from a state which no foreigner would have considered likely to yield the smallest return for a considerable expenditure of time and money.

The dock is now a permanent affair, and is capable of holding a vessel well over 200 ft. in length. It is believed to be the first Chinese-owned and constructed dock, and will no doubt make a bold bid for repairs to the small vessels engaged in local trade.

There are points in connection with what was practically the rebuilding of the *Teresa* which should interest foreign engineers. Despite almost insurmountable difficulties, and without foreign assistance of any kind, Chinese workmen and mechanics, backed up by a Chinese merchant, have almost entirely reconstructed a vessel, using tools mean and inadequate from the point of view of the modern engineer, and the work has been done in a manner extremely creditable to all concerned. The construction of the dock was also a clever and ingenious piece of work, got through under difficulties.

A great amount of time was taken up in the work, but, as we know, time is no great consideration with the Chinese, and in this instance they suffered it to pass with infinite patience. A new vessel 200 ft. in length is now under construction in the dock.

THE WAR.

Continued from back of page 8.

Jan. 28—Germans lose two battalions at Givency and Ombay.

Jan. 31—Germany inaugurates submarine raids on British shipping.

Feb. 3—German destroyer sunk by Russian submarine off Denmark. German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties 104,000. Turks retreat from Suez Canal.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles after destructive bombardment.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

Indian Jute Mills' Association. Calcutta, January 29.—Presiding at the annual meeting of the Indian Jute Mills' Association here yesterday, Mr. E. R. S. Charles, in the course of an address, welcomed the improvement which has been effected in jute forecasts, but said no real confidence would be felt in any system of forecasts that was not founded on continuity of office of the Director of Agriculture. Referring to the extension of the Calcutta Port, Mr. Charles welcomed the fact that work on the new river side jetties was being pushed on with as fast as possible. The excavation and new docks had also been begun.

SILIMPON COAL. BUNKERS

can be supplied at cheap rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ship's Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open or inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ship's Officers must send to the Post Office ALL correspondence posted in the Ships' Letter Boxes or received by Ship's Officers at the ports from which they sailed, or anywhere en route to Hongkong.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRET, OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

War risks are not covered by postal registration or insurance.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France & Tientsin.

The Public are informed that Gold and Silver in Coin, Bullion & Paper Money cannot be accepted for transmission through the Post without a permit issued by the Superintendent of Imports & Exports.

British Postal Orders are now on sale at the Sai Yung Poon Branch Post Office.

A bag of mail from Hongkong to Paris dispatched per *ss. Arcadia*, on the 1st January 1915 for the Siberian route was returned to Hongkong yesterday, per *ss. Polynesia* from Marseilles.

The reason for its return is not known and it will be reforwarded via Siberia today.

The *Sardinia*, with the Mail from London (via Siberia) of Friday, 12th ult. is due to arrive here on Thursday, 11th inst.

The *Nubia*, with the English Mail, left Singapore on Saturday, the 6th inst., and is due to arrive here on Friday, the 12th inst. at daylight.

MAILS DUE.

Siberian, *Sardinia*, 11th March.
English, *Nubia*, 12th March.

MAILS CLOSE TO-MORROW.

Holbow & Halphong—Per TAKSANG, 11th inst. 9 a.m.
Halphong—Per WAISHING, 11th Mar. 9 a.m.
Straits, Ceylon, Suez, Port Said, Marseilles & London—Per MISHIMA MARU, 11th inst. 11 a.m.
Bangkok—Per TRITHJOF, 11th inst. 11 a.m.
Swatow, Shanghai & North China—Per LUCHOW, 11th inst. 11 a.m.
Swatow, Amoy & Foochow—Per KAIJO MARU, 11th inst. 1 p.m.
Shanghai & N. China—Per CHOYSANG, 11th inst. 4 p.m.
Ningpo—Per SEZCHUEN, 11th inst. 4 p.m.

FRIDAY, 12th March.

Swatow & Bangkok—Per TUNGSHI, 12th inst. 10 a.m.
Straits, Burmah, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe Late Letters 10.30 a.m. to 11 a.m. (Extra Postage 10 cents) (Letters posted in all the Pill Boxes in time for the first clearance will be included in this contract mail.) The parcel mail will be closed on Thursday the 11th inst. at 5 p.m.—Per SARDIMLA, 12th inst. 11 a.m.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Darwin Island—Per ST. ALBANS, 12th March, 10 a.m.
Swatow, Amoy & Foochow—Per HAI-CHING, 12th Mar. noon.
Shanghai & North China—Per BHACHING, 12th Mar. 1 p.m.

SATURDAY, 13th March.

Shanghai and North China (Europe via Siberia)—Per NUBIA, 13th inst. 9 a.m.
(Mountain-Pakow Service, Shanghai Br. P.O. Friday, 12th inst.)

SHIPPING NEWS.

ARRIVED.

Kenkon Maru, Jap. ss. 2,091, Sasaki, 9th inst.—Moj, 3rd inst. Coal.—M. R. K.
Atsuta Maru, Jap. ss. 3,044, M. Yoshika, 9th inst.—Middlebrough, 22nd Jan. Gen.—N. Y. K.
Polynesia, Fr. ss. 3,543, Costier, 9th inst.—Marseilles, 7th ult. General.—M. M.
Holbow, Br. ss. 999, Freer, 8th inst.—Holbow, 7th inst. Gen.—B. & S.
Toucer, Br. ss. 5,816, W. Yarwood, 9th inst.—Singapore, 4th inst. Gen.—B. & S.
St. Albans, Br. ss. 2,533, E. P. Simpson, 9th inst.—Moj, 5th inst. Gen.—G. L. & Co.
Kaijo Maru, Jap. ss. 3,044, Y. Yamamoto, 10th inst.—Swatow, 11th inst. Gen.—O. S. K.
Shanghai, British ss. 1,307, 10th inst.—Shanghai Gen.—B. & S.
Halobing, Br. ss. 1,367, W. O. Passmore, 10th inst.—Swatow, 9th inst. Gen.—D. L. & Co.
Daigi Maru, Jap. ss. 845, S. Sokushige, 10th inst.—Swatow, 9th inst. Gen.—O. S. K.
Orissa, Br. ss. 3,525, D. H. Langlands, 10th inst.—Moj, 4th inst. Gen.—A. L.
Olaru Maru, Jap. ss. Yashioke, 5th inst.—Moj, 4th inst. Coal.—M. B. K.

DEPARTED.

March 9.

Shanghai for Shanghai
Sabine Rickmers for Canton
Korea for San Francisco via Shanghai
Rokkasan Maru for Hongkong
Hue for Halphong via Kwang-chow-wan
Glenfalloch for Singapore via Amoy
Kaifung for Halphong via Amoy
Devawongse for Saigon
Indrakula for New York via Singapore
Hajiang for Foochow via Swatow
Chiyuan for Canton
Chichun for Manila

CLEARANCES AT THE HARBOUR OFFICE.

March 9.

Iyo Maru for Moj
Nishio Maru for Bangkok
Kansawa Maru for Bombay via S'pore
Toucer for Yokohama via Shanghai
Anyo Maru for Iquique via Moj
Polynesia for Yokohama via Shanghai
Chingchow for Port Penaval

March 10.

Kueichow for Tientsin
Tientsin for Canton
Kwangsang for Shanghai via Swatow
Halow for Swatow
Kaiting for Bangkok
Tikini for Kobe via Shanghai
Shaoching for Canton
Taksang for Halphong via Holbow

PASSENGERS ARRIVED.

Per *ss. Shaoching* from Shanghai—Mrs. Cogran, Miss Schultz, Messrs. George, Foster, Golding, Menior.
Per *ss. St. Albans* from Kobe etc.—Miss Brown, Miss G. M. Eadie, Mrs. O. Wilson, Miss R. L. Toulton, Mr. V. J. Jamies, Blackstock, Newland.

Per *ss. Polynesia* from Marseilles etc.—Mrs. Chas. G. G. W. H. Prior, H. L. Moss, H. G. Davies, Chan Wat-don, Kwok Tay-chung, Tang Him-so, Ibrahim, Tri chim Wook, R. P. Penaval, A. Struoch, Luong Him, Tran Khan, Tuen Duong, W. Shengram, Huynh Wuan, Tuen Gao, M. Wong Sun, Chan T. Sun, Nym Chin, T. Sun-yui, Due, Luong An, Ly G. Wai, Tran-Jui, Quon Long, Minh Tong, Tang Hung Wo.

SUNDAY, 14th March.

Swatow—Per HAIMUN, 14th inst. 9 a.m.
Swatow, Amoy & Tientsin—Per DAIGI MARU, 14th inst. 9 a.m.

MONDAY, 15th March.

Japan via Nagasaki—Per NIKKO M., 15th Mar. 9 a.m.

TUESDAY, 16th March.

Swatow, Amoy & Foochow—Per HAI-TAN, 16th Mar. noon.
Straits, Burmah, India via Calcutta—Per ORISSA, 16th inst. 2 p.m.
Shanghai, N. China & Japan via Yokohama—Per ILOLA, 16th inst. 2 p.m.
Philippine Is.—Per TAMING, 16th Mar. 3 p.m.
Australia, New Zealand, Australia & New Guinea via Thursday Is.—Per TANGU MARU, 16th inst. 3 p.m.

FRIDAY, 19th March.

Swatow, Amoy & Foochow—Per HAI-YANG, 19th Mar. noon.

WEDNESDAY, 24th April.

Philippine Islands, Australia & New Zealand via Port Darwin and New Guinea via Thursday Is.—Per CHANGSHA, 24th April, 11 a.m.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 10th at noon—No returns from Indo-China.

The anticyclone has moved eastwards and is situated this morning between the Bonin Islands and Japan.

Pressure has decreased moderately along the China Coast, Formosa and South Japan; it has risen moderately over central Japan; changes over rest of the area are slight.

The depression remains in the neighbourhood of Namsu. Another anticyclone covers North China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	Light N.W. wind, freshening from N. and N.E.; fine.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register, 10th Mar. a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
Wootock	7a	30.10	15	none	20	
Namuro	7a	29.74		wnw	6	
Hakodate	7a	29.77		wnw	6	
Amoy	7a	30.14		sw	3	
Kobe	7a	30.19		sw	1	
Kagasaki	7a	30.13		n	1	
Osaka	7a	30.12		n	1	
Naha	7a	30.13		se	1	
Ishikawa	7a	30.07		se	1	
Bonin Is.	7a	30.20		se	1	
Chifu	7a	30.25	29	78	ane	5 sq
Whampoa	7a					
Hankow	7a					
Ichang	7a					
Kiukiang	7a					
Changsha	7a	30.12	41	88	1 cm	
Shanghai	7a	30.10	47		3 cm	
Guangzhou	7a	30.10	55	82	1 c	
Amoy	7a	30.03	58	94	0 c	
Swatow	7a	30.10	59	94	1 c	
Taihu	7a	30.03	61	89	2 c	
Taihu	7a	30.06	63		0 c	
Taiwan	7a	30.02	64		0 c	
Koshu	7a	30.01	66		0 c	
Fuzhou	7a	30.11	57	100	2 b	
Chienan	7a	30.08	53	89	0 c	
H'kong	7a	30.09			4 ap	
Gap Road	7a	30.06	59	98	1 of	
Macao	7a					
Wuchow	7a					
Pakhoi	7a					
Holbow	7a					
Amoy	7a					
Tientsin	7a					
O. S. J.	7a	30.00	70	82	0 b	
Aparri	7a	29.98	72	84	so	1 c
Dagupan	7a	29.97	72	84	so	1 c
Manila	7a	29.97	72	84	so	1 c
Solo	7a	29.97	72	84	so	1 c
Legaspi	7a	30.04	84	64	waw	1 b
Iloilo	7a	29.98	75	79	so	1 c
Surigao	7a	29.97	75	79	so	1 c
Labuan	7a					

C. W. JEFFRIES, Director.

Hongkong Observatory, Mar. 10.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation; the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day On date	On date
at 9 p.m.	at 4 a.m.	at 4 p.m.
Barometer	30.09	30.13
Temperature	63	63
Humidity	79	89
Wind Direction	E	W
Force	4	3
Weather	o	b
Rain	—	0.03
Highest open air temperature on the 10th	64	64
Lowest	57	57

H.K. Observatory, 10th March.

C. W. JEFFRIES, Director.

TIDE TABLE.

8th Mar. to 14th Mar. 1915.

High Water	Low Water	High Water	Low Water
Time	Time	Time	Time
Mon. 8	11	11	2
Tue. 9	12	12	3
Wed. 10	13	13	4
Thu. 11	14	14	5
Fri. 12	15	15	6
Sat. 13	16	16	7
Sun. 14	17	17	8

m. morning, a. afternoon.

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SHANGHAI	<i>Nubia</i> Capt. A. B. Garwood R.N.R.	about 12th Mar.	Freight & Passage
SHANGHAI, KOBE AND YOKOHAMA	<i>Nore</i> Capt. D. Ashbury	about 17th Mar.	Freight & Passage
LONDON via S'pore, Penang, Colombo, Port Said and Marseilles	<i>Namur</i> Capt. A. Collyer	10 a.m. 31st Mar.	Freight & Passage

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E. A. Hewett,
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P. & O. S. N. Co.'s office,
Hongkong, 1st Mar., 1915.

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